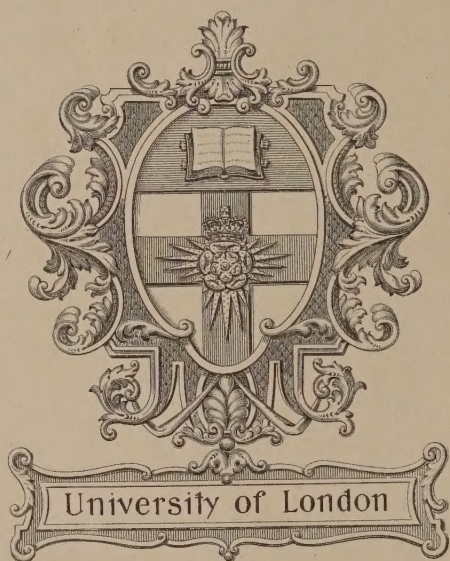




ACCOUNTS AND PAPERS:

THIRTY-TWO VOLUMES.

—(21.)—

RAILWAYS; TURNPIKES; HIGHWAYS;
HARBOURS, &c.

Session

10 December 1868 — 11 August 1869.

VOL. LIV.

1868-9.



ACCOUNTS AND PAPERS:

1868-9.

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RAILWAY AND TRAMWAY BILLS.

REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 16th February 1869;

“THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY and TRAMWAY BILLS of the present Session.”

(Mr. John Bright.)

*Ordered, by The House of Commons, to be Printed,
16 February 1869.*

REPORT OF THE BOARD OF TRADE ON THE RAILWAY AND TRAMWAY BILLS OF 1869.

INDEX AND ANALYSIS OF BILLS.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
Athenry and Tuam Railway -	13	To authorise an extension of the existing Railway at Tuam to the Great Northern and Western Railway at Claremorris; the use of the Claremorris Station, and working arrangements with other Companies.	£. 60,000	£. 20,000	M. CHS. 17 19
Birkenhead and Liverpool Railways.	11	To incorporate a Company for making Railways (one of which is to pass under the Mersey) to connect the Birkenhead Railway with the Liverpool Central Station Railway, the line of Docks Railway, and the Garston and Liverpool Railway; to authorise the acquisition of land at Birkenhead and the use of a portion of the Birkenhead Railway and the above Railways.	900,000	300,000	5 70
Bouldnor, Yarmouth, and Freshwater Railway and Pier.	11	To incorporate a Company for making a pier at Bouldnor in the Isle of Wight, and a Railway thence to Yarmouth and Freshwater.	50,000	16,600	5 17
Brighton and Metropolitan Railway.	10, 11	To incorporate a Company for making a Railway from Church Street, Brighton, to a junction with the London, Chatham, and Dover Railway, near the Dulwich Station, with running powers over that Railway to the Victoria and Ludgate Hill Stations; and with special low charges for through passengers by ordinary and special trains.	1,350,000	450,000	46 58
Bristol and North Somerset Railway.	11	To authorise the issue of capital stock in payment of claims of creditors, and arrangements with regard to or for the winding up of the Company's affairs.	—	—	—
Bristol Harbour Railway - -	11	To incorporate the Bristol and Exeter and the Great Western Railway Companies for the purposes of this Act, and the Act of 1866, as a separate undertaking; to extend the time for construction of works, and to authorise the diversion of roads, the acquisition of land, &c.	50,000	16,666	—
Buckfastleigh, Totnes, and South Devon Railway.	11	To authorise the creation of Preference Shares, in lieu of cancelled Shares, and the raising of borrowed money by instalments in proportion to the amounts raised by shares.	—	—	—
Caledonian Railway - - -	13	To authorise the abandonment of certain branch and extension lines authorised, 1865, 1866, and 1867; to restrict the power of raising money under those Acts; to authorise certain capital arrangements, the acquisition of additional land at Alyth, the amalgamation of the Company with the Crieff and Methven Junction Railway Company; the confirmation of working agreement with the Solway Junction Railway Company, &c.	—	—	—
Caledonian, Glasgow, and South Western, and Crofthead and Kilmarnock Extension Railway Companies.	13	To authorise a new line between Stewartstown and Kilmarnock, the abandonment of the Kilmarnock Direct Railway, the acquisition of land at Neilston; to vest the Barrhead Railway and the Extension Railway, the Crofthead and Kilmarnock Extension Railway, and a portion of the Southside Station, jointly, in the Caledonian and Glasgow and South Western Railway Companies; to extend the time for purchase of land; to reduce authorised capital, &c.	—	—	4 51

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan	
			£.	£.	M. CHS.
Callington and Calstock Railway	11	To incorporate a Company for making a Railway, on a gauge not wider than 4 feet 8½ inches, or narrower than 3 feet, from Callington to Calstock, with a Branch to Calstock Quay.	60,000	20,000	7 72
Clapham and London Bridge Railway.	10, 16, 17	To incorporate a Company for constructing a Railway under the road from High-street, Clapham, to Wellington-street, London Bridge.	1,200,000	400,000	3 61
Crystal Palace and South London Junction Railway.	10	To authorise the construction of a Junction Line at East Brixton to connect the City Line of the London, Chatham, and Dover Railway with the South London Line; and to provide for the settlement of disputes as to the working of the Company's undertaking.	75,000	25,000	0 22
Devon and Cornwall Railway -	11	To incorporate a Company by the name of "The Bude and Torrington Junction Railway Company," and to vest in them the powers given to the Devon and Cornwall Railway Company in 1865 for the construction of Railways to Bude and Torrington.	—	—	—
Dublin and Drogheda Railway -	13	To authorise the construction of a Branch at Dublin to the works of the London and North Western Railway at the North Wall, the acquisition of additional land, &c.	—	—	0 60
Dublin and Meath Railway -	13	To confirm a working agreement with the Midland Great Western Railway Company.	—	—	—
Dublin and Ulster Railway -	13	To authorise the union of the Ulster, the Dublin, and Belfast Junction, and the Dublin and Drogheda Railway Companies, and to authorise them, so united, to enter into working arrangements with or to lease the Railways of 14 other Companies.	—	—	—
Dundalk and Greenore Railway	13	To authorise an extension of time for completion of Railway, the abandonment of a portion of Railway, advances upon loan from the Public Works Loan Commissioners for Pier and other works at Greenore Point.	—	—	—
Eastern Metropolitan Underground Railway.	10, 16, 18	To incorporate a Company for constructing Railways under Aldgate High-street, and Whitechapel and Mile End Roads.	600,000	200,000	2 79
East Norfolk Railway - -	12	To extend the time for the completion of the Railway.	15,000	5,000	—
Elham Valley Railway - -	11	To extend the time for purchase of land and completion of the Railway.	—	—	—
Ellesmere and Glyn Valley Railway.	12	To authorise the abandonment of a portion of the Railway, the reduction of capital, the construction of an altered line and the remaining portions of the authorised Railway upon any gauge between 2 feet and 4 feet 8½ inches; the sale or lease of the Railways, and to extend the time for purchase of lands and the completion of Railway.	—	—	—
English and Continental Inter-communication.	11	To incorporate a Company for constructing at Dover a Pier, Harbour, Water Station, and Graving Dock, for the accommodation of steam vessels of great speed and burden, to ply between Dover and the Continent, and a Railway to connect the London, Chatham, and Dover Railway therewith; to authorise traffic arrangements with the Railway Companies at Dover, and the raising of further capital, with the consent of the Board of Trade, for works to be constructed in France, and the purchase of steamboats.	500,000	166,000	0 53
Enniskillen, Bundoran, and Sligo Railway.	13	To authorise arrangements with respect to the mortgage and other debts of the Company.	—	—	—
Festiniog Railway - - -	12	To authorise the widening and altering the existing Railway and the making of two short branches, and the maintaining the whole upon a gauge of 1 foot 11¼ inches.	90,000	30,000	0 23

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Fermoy and Lismore Railway -	13	To incorporate a Company for making a Railway from Fermoy to Lismore, with power to enter into working arrangements with the Great Southern and Western Railway Company.	100,000	33,300	15 24
Furness Railway - - -	11	To authorise the making of an extension to Windermere Lake, the abandonment of portions of Railway, the acquisition and maintenance of the Furness Abbey Hotel, subscription to other hotels, traffic arrangements with the Windermere Yacht Company, &c.	100,000	33,000	0 58
Garstang and Knot End Railway	11	To extend the time for the purchase of lands and the completion of Railway.	30,000	10,000	—
Glasgow and South Western Railway.	13	To vest in the Company the undertaking of the Glasgow, Paisley, and Ardrossan Canal Company.	—	—	—
Glasgow City Union Railway -	13	To authorise the construction of deviation Railways; to confirm agreement with the North British Railway Company as to joint lines; to sanction certain financial arrangements with the North British and the Glasgow and South Western Railway Companies.	—	—	{ deviation 0 75
Glyn Valley Tramway - -	12	To incorporate a Company for making a Tramway from the Chesk Station of the Great Western to the Cambrian slate quarry at Llansaintfraid Glyn Ceiriog.	20,000	6,600	{ tramway 7 40
Great Eastern Railway (Steam-boats).	10, 12	To extend the powers conferred on the Company by their Acts of 1863 and 1867, for maintaining and working steam vessels from Harwich to Flushing, Rotterdam, Antwerp, Harlingen, and Gusternde, also to the towns or ports of Hamburgh and Harburgh.	—	—	—
Great Eastern Railway - -	12	To authorise the abandonment of certain Railways, certain arrangements with regard to capital, additional charge to passengers using the New Metropolitan Station, the acquisition of additional land, agreements relative to station at King's Lynn, and certain traffic arrangements.	—	—	—
Great Northern and Western (of Ireland) Railway	13	To authorise running powers over, and the use of the stations on the Railways of the Midland Great Western and the Great Southern and Western Railway Companies, between Athlone and Dublin, or working arrangements with both or either of those Companies.	30,000	10,000	—
Great Western Railway - -	10, 12	To authorise the making of a siding at Swansea, and a Railway from the Bala Railway to the Cambrian Railway, the acquisition of land at Leominster, extension of time for completion of Halesowen and Cardiff and Ely Valley lines, confirmation of working agreements with the Metropolitan Railway Company, the lease of the Milford and Tenbury and Bewdley Railways, amalgamation of Wellington and Drayton Junction and Nantwich and Market Drayton Railway Companies with Company, capital arrangements, &c.	—	—	2 00
Haddenham, Willingham, and Longstanton Railway.	12	To incorporate a Company for making a Railway from the Ely, Haddenham and Sutton Railway at Haddenham to the Great Eastern Railway at Longstanton, with running powers over portions of those Railways.	40,000	13,333	6 49
Harrow, Edgware, and London Railway.	10	To incorporate a Company for making a Railway from the Edgware, Highgate, and London Railway at Edgware to Harrow-on-the-Hill.	45,000	15,000	3 3
Hereford, Hay, and Brecon Railway.	12	To authorise the temporary suspension of payment of mortgages, the conversion of mortgages into debenture stock, the construction of a junction at Hereford, working arrangements with the London and North Western, Great Western, and Midland Railway Companies, running powers over a portion of Mid Wales Railway.	—	22,000	0 33

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares	By Loans.	
			£.	£.	M. CHS.
Hounslow and Metropolitan Rail- way.	10	To extend the time for the compulsory purchase of land and the completion of the Railway.	—	—	—
Hyde Park and City Railway -	10, 17, 18	To incorporate a Company for making an underground Railway from the western end of Oxford-street to the western end of Cheap-side, passing along Oxford-street, Holborn, and Newgate-street.	1,368,000	352,000	2 64
Islington Railway - - -	10, 17, 18	To incorporate a Company for making a Railway upon viaduct, and of a gauge of 3 feet, from the Green at Islington to near Little Moorfields.	800,000	—	1 30
Kent Coast Railway - -	11	To authorise the issue of a redeemable Debenture Stock in lieu of payment of principal of mortgages.	—	—	—
Kings Lynn Docks and Railway	12	To authorise the making of a Dock Approach or Railway from the Great Eastern Railway to the Kings Lynn Dock, the abandonment of the Railway authorised in 1865, working arrangements with Great Eastern, Great Northern, and Midland Railway Companies.	9,500	3,160	0 64
Lancashire and Yorkshire Rail- way.	11	To extend the time for the purchase of land, and the completion of the Brighouse and Clayton West Branches; to authorise the abandonment of Junction Line at Horbury, the conversion of the Share of the Preston and Wyre Company into one general stock, the issue of Debenture stock in lieu of mortgages of the North Union, the Preston and Wyre, and the Fleetwood undertakings.	—	—	—
Launceston and South Devon Railway.	11	To enable the Company to provide for the payment of their debts and liabilities; to amalgamate the Company with the South Devon Railway Company.	—	33,500	—
Liverpool and Birkenhead Rail- ways.	11	To incorporate a Company for establishing and maintaining a Ferry across the river Mersey, and for constructing Railways on each side of the river to connect the ferry with the Birkenhead Railway, and with the Garston and Liverpool, and the Mersey Docks and Harbour Tramways.	240,000	80,000	1 60
Llanelly Railway and Dock -	12	To authorise the construction of a junction with the Carmarthen and Cardigan Railway, a town Branch at Llanelly, and to maintain a Junction at Swansea, separate capitals for the Llanelly Town Branch, and the Mumbles Extension, the use of certain Railways; and facilities with certain Companies; to extend the time for the purchase of land, and the completion of the Mumbles Extension Railway and Pier.	18,000	6,000	1 9
Llynvi and Ogmore Railway -	12	To authorise the abandonment of Railways sanctioned in 1866; to extend the time for the purchase of certain lands; to reduce the authorised capital, &c.	—	—	—
London and North Western Rail- way.	10, 12	To authorise an extension of the Little Halton Branch, a Junction at Frodsham, alteration of existing, and construction of new roads, the acquisition of additional land, the extension of time for completion of certain Railways, the vesting of the Junction at Builth, and the Brynmawr and Blaenavon, and the Cannock Mineral Railways in Company, the confirmation of agreements with the Hereford, Hay, and Brecon, the London, Brighton, and South Coast, the Mold and Denbigh and the Great Eastern Railway Companies; arrangements as to capital, &c.	—	—	7 57
London and South Western Rail- way (Extension of Time).	11	To extend the time for the purchase of lands, and the completion of the Bideford and Great Torrington Railway.	—	—	—
London and South Western Railway (further Powers.)	11	To authorise the widening of the Railway at Basingstoke, the acquisition of land at Lower Merton, arrangements as to Portsmouth and Andover Annuities, extension of time for the purchase of land at Poole, &c.	225,000	75,000	—

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
London, Chatham, and Dover Railway.	10, 11	To authorise widening Railway over Old Fleet-lane, diversion of Penge-lane, arrangements with other Companies relative to use of Victoria Station and Railway, arrangements as to the use of the Crystal Palace, the Kent Coast, and the Sevenoaks Railways, the apportioning of net receipts to particular sections of the Company's Railways; to extend the time for completion of works in Southwark.	—	—	—
Manchester and Stockport Railway.	12	To extend the time for the purchase of lands, and completion of Railway.	—	—	—
Manchester City Railway - -	12	To incorporate a Company for making a Railway, on a gauge not under 3 feet 6 inches, from Albert-square at Manchester to Didsbury.	340,000	113,333	5 32
Manchester, Sheffield, and Lincolnshire Railway.	12	To enable the Company to acquire additional lands at Great Grimsby.	—	—	—
Manchester, Sheffield, and Lincolnshire, and Midland Railway Companies.	12	To extend the time for the purchase of land, and the completion of the Manchester and Stockport Railway, and to transfer the undertaking jointly to the Manchester, Sheffield, and Lincolnshire, and Midland Railway Companies; to transfer to those two Companies jointly the Marple and Newton and Compstall Branches, and to authorise the construction of a new Railway from the Newton and Compstall Branch.	394,000	130,600	1 22
Margate Pier and Tramway -	11	To incorporate a Company to acquire by purchase the undertaking of the Margate Harbour Company, and to enable them to make and maintain a Jetty, Tramway, and Sea Wall.	120,000	40,000	0 26
Mendip Mineral Railway - -	12	To incorporate a Company for making a Railway from the East Somerset Railway at Doulting to Mells.	50,000	16,600	5 57
Metropolitan District Railway -	10	To enable the Company to acquire additional land, and to create a separate capital, for the purposes of the Railway between Westminster Bridge and Cannon-street.	—	—	—
Metropolitan Railway - -	10	To extend the time for the purchase of land, and the completion of works; to authorise the enlargement of the Gower-street Station, and a modification of the agreement with the Great Western Railway Company.	600,000	200,000	—
Metropolitan (Southern District) Railway.	10, 17, 18	To incorporate a Company for the construction of Railways from Newington Butts, passing under the London and Waterloo roads, to the Waterloo and Whitehall Railway at Vine-street, on the south side of the Thames, and from the same Railway, on the north side of the Thames, to a point adjoining the Metropolitan District Railway, in the Embankment, under the Charing Cross Bridge.	300,000	100,000	1 21
Metropolitan Street Tramways -	10, 18	To incorporate a Company for the construction of Street Tramways in certain parts of the metropolis, <i>south</i> of the river Thames.	240,000	80,000	18 64
Metropolitan Tramways - -	10, 18	To incorporate a Company for the construction of Street Tramways in certain parts of the metropolis, <i>north</i> of the river Thames.	180,000	60,000	16 7
Midland Railway - - -	12	To authorise the construction of two short Branches; to extend the time for the purchase of land, and for the completion of other Branches; to authorise the use of the Great Western passenger station at Bristol; to confirm agreement with the Tottenham and Hampstead Junction Railway Company, &c.	30,000	10,000	2 70
Midland and London and North Western Railway Companies.	11	To confirm heads of agreement with the London and North Western Railway Company for enabling the Midland Company, for all purposes of their traffic, to pass over and use the Lancaster and Carlisle Railway, between Ingleton and Carlisle; and to authorise the abandonment of the authorised Line between Settle and Carlisle.	—	—	—
Midland Great Western (of Ireland) Railway.	13	To repeal the prohibition against the exercise of the powers of borrowing by the Company's Act of 1847.	—	—	—

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Mid Wales Railway - - -	12	To extend the time for the purchase of lands and the completion of works limited by the Western Extensions Act, 1860; to authorise the abandonment of Railways in 1864 and 1865, running powers over portions of the Vale of Neath, and Neath and Brecon Railways, and other Railways at Swansea, working arrangements with the Neath and Brecon Railway Company, &c.	—	—	—
Navan and Kingscourt Railway	13	To authorise an Extension Railway from Kingscourt to Carrickmacross, and to extend the time for the completion of the Company's undertaking.	27,000	9,000	6 39
Neath and Brecon, and Swansea Vale and Neath and Brecon Junction Railway Companies.	12	To amalgamate the Swansea Vale and Neath and Brecon Junction Railway Company with the Neath and Brecon Junction Railway Company; to extend the time for the completion of certain Lines; to authorise the suspension of legal proceedings against the Neath and Brecon Railway Company, capital arrangements, and working arrangements with Mid Wales Railway Company, &c.	—	—	—
North British Railway - -	13	To authorise the abandonment of certain Railways, the acquisition of additional land for station purposes, arrangements relative to capital, the formation of the Stobeross Railways and the Edinburgh and Loanhead Railways into separate undertakings of the Company.	—	—	—
North Eastern Railway -	11	To authorise the construction of a Railway from Helmsley to Pickering, and a Railway at Billingham; to extend the time for the purchase of lands and completion of works for the Leeds and Wetherby, Knaresborough and Boroughbridge, and Pilmor Branches, &c.	—	—	12 3
North London Railway - -	10	To extend the time limited for construction of works at Poplar; to authorise the widening of bridge over York-road, the purchase of additional lands at St. Pancras, &c.	—	—	—
Pimlico, Peckham, and Greenwich Street Tramways.	10, 18	To incorporate a Company for laying down Street Tramways from Pimlico, along Vauxhall, Camberwell New, and Peckham roads, to Greenwich.	45,000	15,000	{ tramway 7 22
Port of London and Billingsgate Railway.	10, 17, 18	To incorporate a Company for making a Railway from the London, Chatham, and Dover Railway at Snow-hill, to the Thames at Blackfriars, and other Railways connected therewith (within an Embankment to be constructed along the north bank of the river Thames), to unite with the Metropolitan District Railway at Blackfriars, and with the Extension of the Metropolitan Railway at Tower-hill; also for making a Road along the Embankment, and a Sewer underneath, the enlargement of the Billingsgate Market, &c.	2,500,000	833,000	1 74
Railway Consolidated Annuities	—	For effecting the consolidation of the mortgage debts of Railway Companies.	—	—	—
Richmond and Reeth Railway -	11	To incorporate a Company for making a Railway from the Railway of the North Eastern Company at Richmond to Reeth, with working arrangements with that Company.	50,000	16,666	10 40
Rother Valley Railway - -	11	To incorporate a Company for making a Railway (to be constructed as a light Railway) from Mayfield to the Railway of the South Eastern Railway near the Ticehurst Road Station, with working arrangements with that Company.	30,000	10,000	6 10
Ryde Tramways - - -	11	To authorise the Isle of Wight and the Ryde Pier Companies to construct a Tramway (to be worked by animal power only) for connecting the undertakings of the two Companies.	5,000	—	{ tramway 0 41

REPORT OF THE BOARD OF TRADE ON THE

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Sandwich and Adisham Railway.	11	To incorporate a Company for making a Railway from the South Eastern Railway at Sandwich to the London, Chatham, and Dover Railway at the Adisham Station, and a branch to the Sandwich Quay, with working arrangements with the South Eastern Railway Company.	60,000	20,000	7 74
Severn and Wye Railway and Canal.	12	To authorise the construction of new Railways and Railways in substitution of their existing lines.	—	—	17 30
South Devon Railway - -	11	To consolidate, define, and regulate the capital of the Company; to authorise the disposal of the Exmouth Ferry, &c.	—	—	—
Southend and Shoeburyness Railway.	12	To incorporate a Company for making a Railway from the London, Tilbury, and Southend Railway to South Shoebury, and a branch to the north shore of the River Thames.	24,000	8,000	2 8
Southsea Railway - - -	11	To authorise the abandonment of the Railways authorised by the Southsea Railway Act, 1867.	—	—	—
Stony Stratford Railway - -	12	To incorporate a Company for making a Railway from Stony Stratford to the Railway of the London and North Western Company at the Wolverton Station, with traffic facilities with that Company.	7,500	2,500	1 77
Tendring Hundred Railway -	12	For the settlement of differences between the Company and the Great Eastern Railway Company, and to authorise the use, under certain circumstances, of a portion of that Company's Railway; the staying of legal proceedings, &c.	—	—	—
Wainfleet and Firsby Railway.	12	To incorporate a Company for the construction of a Railway from the Great Northern Railway at Firsby to Wainfleet.	18,000	6,000	4 24
Waterford, New Ross, and Wexford Junction Railway.	13	To authorise the abandonment of the extension from Ballywilliam to Waterford, the substitution of new lines for other portions of the undertaking, and the increase of the Company's power to borrow money to the extent of one half of the authorised capital.	—	—	28 78
Watlington and Princes Risborough Railway.	12	To incorporate a Company for making a Railway from Watlington to the Wycombe Railway at Princes Risborough.	36,000	12,000	8 79
Watton and Swaffham Railway	12	To incorporate a Company for making a Railway from the authorised Thetford and Watton Railway to the East Anglian Railway; to authorise working arrangements with the Thetford and Watton Railway Company, &c.	60,000	20,000	9 28
West Somerset Mineral - -	11	To confirm an agreement for the lease of the Company's Undertaking to the Ebbw Vale Steel and Iron Company, Limited; to authorise the issue of Debenture Stock, &c.	—	3,500	—
Whitland and Taf Vale Railway	12	To incorporate a Company for making a Railway from the Great Western (South Wales) Railway at the Whitland Station along the Valley of the River Taf to the Crymmych Arms Inn, in the parish of Llanfyrnach.	37,000	12 30	16 24
Worthing Railway Accommodation.	11	To incorporate a Company for the construction of a New Railway Station at Worthing, and a Railway at Brighton to connect the London, Brighton, and South Coast Company's Worthing Line at Cliftonville Station with the Company's main line 49½ miles from London; and to authorise working arrangements with that Company, who are to be required to run through express trains to Worthing.	55,000	18,000	1 44
Wrexham, Mold, and Connah's Quay Railway.	12	To authorise the staying of legal proceedings against the Company, the issue of Debenture Stocks for replacing Mortgage Bonds, and in payment of Creditors, the acquisition of additional land, &c.	—	—	—

THE Number of Bills deposited for this Session, which relate to RAILWAYS and TRAMWAYS in the United Kingdom, amounts to 92.

Of those Bills, 58 propose to authorise the construction of New Railways or additional Railway Works, and 6 the construction of Street Tramways :

BILLS PROMOTED BY NEW COMPANIES.

	NUMBER OF BILLS.	LENGTH. OF NEW LINE.	Proposed Capital.		
			By Shares.	By Loan.	TOTAL.
			£.	£.	£.
England - - - {	26	Railway. 160 miles -	10,720,500	3,206,392	13,926,892
	6	Tramway. 50 miles -	610,000	201,600	811,600
Scotland - - - -	nil	nil	nil	nil	nil.
Ireland - - - -	1	15 miles -	100,000	33,333	133,333
TOTAL - - - {	27	Railway. 175 miles -	10,820,500	3,239,725	14,060,225
	6	Tramway. 50 miles -	610,000	201,600	811,600

BILLS PROMOTED BY EXISTING COMPANIES.

	NUMBER OF BILLS		LENGTH OF NEW LINES OF RAILWAY.	Proposed Additional Capital.		
	For Additional Powers.	For New Works and Additional Powers.		By Shares.	By Loans.	TOTAL.
				£.	£.	£.
England - - - -	21	23	47 miles	1,636,500	608,759	2,245,259
Scotland - - - -	1	4	5 „	nil	nil	nil.
Ireland - - - -	6	4	53 „	117,000	39,000	156,000
TOTAL - - - -	28	31	105 miles	1,753,500	647,759	2,401,259

The total Length of New Lines is therefore 280 miles, and 50 miles of Tramways for Streets and Roads.

The total Share and Loan Capital as proposed to be raised by the Railway Bills of new and existing Companies amounts to 16,461,484 *l.*, and by the Tramway Bills to 811,600 *l.*

Of the capital of 14,060,225 *l.* proposed to be raised by the 27 Railway Bills of New Companies, 8,653,000 *l.* is proposed by six Bills for additional railways in the Metropolis of an aggregate length of 14 miles; 1,750,000 *l.* is proposed by the Bill for a new Railway to Brighton, 47 miles in length; 2,710,600 *l.* is proposed by four Bills for an aggregate length of 10 miles of railway; and 946,025 *l.* is proposed by 16 Bills for 104 miles of railway. Several of these Bills, it is understood, are not to be proceeded with.

Fifteen Bills propose the abandonment of Lines or portions of Lines authorised by the Acts of previous Sessions, the aggregate Length of which amounts to upwards of 272 miles.

Twenty-four Bills apply for the extension of the time prescribed for the completion of railways authorised by the Acts of previous Sessions.

INDEX TO GROUPS IN GROUPING LIST.

ENGLAND:	No. of Group.		No. of Group.
"Metropolitan Railway District" and Suburbs	I.	Central	V.
South East	II.	East	VI.
South West	III.	WALES	VII.
North	IV.	SCOTLAND	VIII.
		IRELAND	IX.

GROUPING LIST.

The Bills may be grouped as follows:

Grouping.	ENGLAND.	Length of New Line.	
		M.	CHS.
<u>England.</u>	"Metropolitan Railway District" and Suburbs.		
I.	<i>Clapham and London Bridge Railway</i>	3	61
"Metropolitan Railway District" and Suburbs.	<i>Crystal Palace and South London Junction</i>	0	22
	<i>Eastern Metropolitan Underground Railway</i>	2	79
	<i>Hyde Park and City Railway</i>	2	64
	<i>Islington Railway</i>	1	30
	<i>Metropolitan Railway</i>	—	—
	<i>Metropolitan District Railway</i>	—	—
	<i>Metropolitan (Southern District) Railway</i>	1	21
	<i>North London Railway</i>	—	—
	<i>Port of London and Billingsgate Railway</i>	1	74
	<i>Suburbs.</i>		
	<i>Harrow, Edgware, and London Railway</i>	3	63
	<i>Hounslow and Metropolitan Railway</i>	—	—
	<i>Metropolitan Tramways</i>	16	7
	<i>Metropolitan Street Tramways</i>	18	64
	<i>Pimlico, Peckham, and Greenwich (Street) Tramways</i>	7	22

The Brighton and Metropolitan Railway Bill, the Great Eastern Railway Bill, the Great Western Railway Bill, the London and North Western Railway Bill, and the London, Chatham, and Dover Railway Bill respectively, affect the "Metropolitan Railway District" in some of their provisions, but their most important objects appear to connect them with Groups II., V., and VI., where they will be found.

	Length of New Line.	Grouping.
	M. CHS.	England.
South East :		II.
<i>Bouldnor, Yarmouth, and Freshwater Railway</i> - - -	5 17	South East.
<i>Brighton and Metropolitan Railway</i> - - - -	46 58	
<i>Elham Valley Railway</i> - - - - -	—	
<i>English and Continental Inter Communication Railway</i> -	0 58	
<i>Kent Coast Railway</i> - - - - -	—	
<i>London and South Western (Further Powers) Railway</i> -	—	
<i>London, Chatham, and Dover Railway</i> - - -	—	
<i>Margate Pier and Tramway</i> - - - - -	{ tramway 0 26	
<i>Rother Valley Railway</i> - - - - -	6 10	
<i>Ryde Tramways</i> - - - - -	{ tramway 0 44	
<i>Sandwich and Adisham Railway</i> - - - -	7 74	
<i>Southsea Railway</i> - - - - -	—	
<i>Worthing Railway Accommodation</i> - - - -	1 44	

III.
South West.

South West :					
<i>Bristol and North Somerset Railway</i>	-	-	-	-	—
<i>Bristol Harbour Railway</i>	-	-	-	-	—
<i>Buckfastleigh, Totnes, and South Devon Railway</i>	-	-	-	-	—
<i>Callington and Calstock Railway</i>	-	-	-	-	7 72
<i>Devon and Cornwall Railway</i>	-	-	-	-	—
<i>Launceston and South Devon Railway</i>	-	-	-	-	—
<i>London and South Western Railway (Extension of Time)</i>	-	-	-	-	—
<i>Mendip Mineral Railway</i>	-	-	-	-	5 57
<i>South Devon Railway</i>	-	-	-	-	—
<i>West Somerset Mineral Railway</i>	-	-	-	-	—

	North :	North.	IV.
<i>Birkenhead and Liverpool Railways</i>	- - - - -	8	70
<i>Furness Railway</i>	- - - - -	0	58
<i>Garstang and Knot End Railway</i>	- - - - -	—	
<i>Lancashire and Yorkshire Railway</i>	- - - - -	—	
<i>Liverpool and Birkenhead Railways</i>	- - - - -	1	60
<i>Midland and London and North Western Railway Companies</i>		—	
<i>North Eastern Railway</i>	- - - - -	12	39
<i>Richmond and Reeth Railway</i>	- - - - -	10	40

REPORT OF THE BOARD OF TRADE ON THE

Grouping.		Length of New Line.
England.	Central :	M. CHS.
V.	<i>Great Western Railway</i> - - - - -	—
Central.	<i>London and North Western Railway</i> - - - - -	—
	<i>Manchester and Stockport Railway</i> - - - - -	—
	<i>Manchester City Railways</i> - - - - -	5 32
	<i>Manchester, Sheffield, and Lincolnshire (Additional Land)</i> - - - - -	—
	<i>Manchester, Sheffield, and Lincolnshire, and Midland Railway Companies</i> - - - - -	1 22
	<i>Midland Railway</i> - - - - -	2 70
	<i>Stony Stratford Railway</i> - - - - -	4 24
	<i>Watlington and Princes Risborough Railway</i> - - - - -	8 79
	<i>Wrexham, Mold, and Connah's Quay Railway</i> - - - - -	—

VI.	East.	
East.	<i>East Norfolk Railway</i> - - - - -	—
	<i>Great Eastern Railway (Steamboats)</i> - - - - -	—
	<i>Great Eastern Railway</i> - - - - -	—
	<i>Haddenham, Willingham, and Longstanton Railway</i> - - - - -	6 49
	<i>King's Lynn Dock and Railway</i> - - - - -	0 64
	<i>Southend and Shoeburyness Railway</i> - - - - -	2 8
	<i>Tendring Hundred Railway</i> - - - - -	—
	<i>Wainfleet and Firsby Railway</i> - - - - -	4 24
	<i>Watton and Swaffham Railway</i> - - - - -	9 28

VII.	WALES.	
Wales.	<i>Ellesmere and Glyn Valley Railway</i> - - - - -	—
	<i>Festiniog Railway</i> - - - - -	0 28
	<i>Glyn Valley Tramway</i> - - - - -	{ tramway 7 40
	<i>Hereford, Hay, and Brecon Railway</i> - - - - -	0 33
	<i>Llanelli Railway and Dock</i> - - - - -	1 9
	<i>Llynvi and Ogmore Railway</i> - - - - -	—
	<i>Mid Wales Railway</i> - - - - -	—
	<i>Neath and Brecon, and Swansea Vale and Neath and Brecon Junction Railway Companies</i> - - - - -	—
	<i>Severn and Wye Railway and Canal</i> - - - - -	17 30
	<i>Whitland and Taf-Vale Railway</i> - - - - -	16 24

								Length of New Line.		Grouping.
										Scotland
										VIII.
SCOTLAND.										
Caledonian Railway	-	-	-	-	-	-	-	-	-	
Caledonian, Glasgow, and South Western, and Crofthead and Kilmarnock Extension Railway Companies	-	-	-	-	-	-	-	4	51	
Glasgow and South Western Railway	-	-	-	-	-	-	-	-	-	
Glasgow City Union Railway	-	-	-	-	-	-	-	{ deviation		
								0	75	
North British Railway	-	-	-	-	-	-	-	-	-	

IRELAND.				Ireland.
				IX.
<i>Athenry and Tuam Railway</i>	- - - - -	17	19	
<i>Dublin and Drogheda</i>	- - - - -	0	60	
<i>Dublin and Meath Railway</i>	- - - - -	-	-	
<i>Dublin and Ulster Railway</i>	- - - - -	-	-	
<i>Dundalk and Greenore Railway</i>	- - - - -	-	-	
<i>Enniskillen, Bundoran, and Sligo Railway</i>	- - - - -	-	-	
<i>Fermoy and Lismore Railway</i>	- - - - -	15	24	
<i>Great Northern and Western (of Ireland) Railway</i>	- - - - -	-	-	
<i>Midland Great Western (of Ireland) Railway</i>	- - - - -	-	-	
<i>Navan and Kingscourt Railway</i>	- - - - -	6	39	
<i>Waterford, New Ross, and Wexford Junction Railway</i>	- - - - -	28	78	

METROPOLITAN RAILWAY SCHEMES.

*Report of the House of Lords' Committee, 1863.**Metropolitan Railway Schemes.**Report of the House of Lords' Committee, 1863.*

SEVERAL Bills for proposed Railways within the Metropolis having been deposited for the sanction of Parliament, it appears desirable as in former Sessions, to bring under consideration the Report of the Select Committee of the House of Lords on Metropolitan Railway Communication of the Session of 1863. In their Third Report, the Committee expressed their opinion that, in determining the regulations which it may be expedient to apply to Railways within the Metropolis, it is desirable that the limits of the Metropolis prescribed by the Royal Commission of 1846 should be extended in the manner described in the first paragraph of that Report.

The Committee, after explaining their views on the several points of the subject-matter referred to them, expressed (in paragraph 15) their opinion that, if the general views which they had explained should be deemed satisfactory by the House, some means should be taken to render future legislation conformable with the principles there laid down, and with this view they suggested that, in the next Session, and also in any succeeding Session if necessary, a Select Committee should be appointed before the Second Reading of the Bills, for considering the different schemes for the construction of lines of Railway within the Metropolitan Railway District, which may then be before the House, and to report their opinion upon such schemes, with reference to the recommendations of this Committee; such Report to be made to the House before the Second Reading of the Bills.

The Committee added, that it would be desirable that the Board of Trade should make, soon after the commencement of each Session of Parliament, a General Report, relating to all proposed Railways or works connected with Railways, which affect the Metropolitan Railway District, and that the Report so made should be referred to the proposed Committees.

And further, that arrangements should be made between the two Houses of Parliament, that all Bills proposing to sanction the construction of Railways within the Metropolitan Railway District should originate in one House, and should be grouped together, and referred to the same Select Committee.

*Views of the Committee.**Views of the Committee.*

The leading views of the Committee of 1863 may be stated generally, as follows:

Dwellings of the Labouring Classes.

1. That, with the view of giving further effect to the provision in favour of the labouring classes contained in the 191st Standing Order, it is desirable that in every Bill for making any work, in the construction of which compulsory power is given to take 30 or more houses inhabited by the labouring classes in any one parish or place, a clause be inserted providing that the companies shall, not less than four weeks before taking any such houses, make known their intention to take the same, either by personal notice to heads of families inhabiting the same, or by placards, handbills, or other general notice, placed in public view upon or within a reasonable distance from such houses.

Open spaces.

2. That squares and open spaces in the Metropolis should not be unnecessarily taken for the purposes of a railway.

Subways.

3. That in the construction of any new lines, subways, covered ways, or tunnels are preferable, where circumstances admit of them.

Great Central Station.

4. That it would be objectionable to allow the construction of a great central station in the Metropolis.

More central station for Great Eastern.

5. That the Great Eastern Railway should be allowed to establish a more central station than it has at present, and be placed in communication with the lines running to the western part of the Metropolis.

6. That

6. That it is not desirable to bring the main stations of any of the principal long lines of Railway, except the Great Eastern, farther into London than is at present authorised; but that one or more Railways should be made for carrying passengers from different parts of London to the main stations of the long lines; such new lines not to be in the hands of any one of the present great Companies, but placed under such management as to ensure equal advantages to all.

Metropolitan Railway Schemes.

Other main stations.

7. That heavy traffic in goods, and especially in minerals, could, as a general rule, be most conveniently carried from the Railways lying North of the Thames to the Railways lying South of the Thames, by Lines not passing through the central portions of the Metropolis.

Heavy traffic not to pass through the centre of the Metropolis.

8. That there should be a Line of Railway on the Eastern side of the Metropolis, connecting the Railways North and South of the Thames.

Connexion North and South on Eastern side.

9. That it was desirable that additional facilities should be afforded, and less onerous arrangements in reference to tolls made for the passage by the Railways on the Western side of the Metropolis, of mineral and goods traffic from some of the Northern Railways, to the Railways and district of country South of the Thames.

Facilities for goods traffic on the Western side.

10. That additional railway communication was needed in the densely-populated part of the Metropolis, and it was desirable that railway communication, where it did not already exist, should be established between the various main lines of railway.

Communication in crowded districts Inter-communication between Railways.

11. The Committee further suggested (in paragraph 12), that the completion of an inner circuit of Railway was desirable, abutting on the principal Railway Termini, with a view to the distribution of passenger traffic arriving by the main lines, and they offered suggestions for an economical construction of the lines forming this circuit, in concert with the Metropolitan authorities. They also suggested an outer circle within the Metropolitan District, communicating with the principal lines North of the Thames, to be at certain points in communication with the inner circle.

Inner and outer circuit.

The Committee expressed an opinion that every such system of internal railway communication for the Metropolis should be under one management, and they suggested a Standing Order with this view.

Railways authorised in Session 1864, and subsequently.

In 1864, the Great Eastern Railway Company were authorised to extend their line to Liverpool-street in the City, and to form a terminal station at that point; by which partial effect was given to the 5th of the above-mentioned recommendations of the Lords' Committee.

Railways authorised in Sessions 1864, and subsequently.

In the same Session, the Metropolitan Railway Company were authorised to extend their original line westward and southward to Notting-hill and Brompton, and their Finsbury Circus Extension eastward and southward to Tower-hill; and by "The Metropolitan District Railway Act, 1864," powers were given to a new Company to form a line of Railway to be connected with the Extensions of the Metropolitan Railway at Brompton and Tower-hill, and to pass near the Victoria, the Charing Cross, the Cannon-street, and the Fenchurch-street Stations. By means of these lines, viz.—the Metropolitan, and the Metropolitan District Railways—an inner circuit of Railway will be formed, abutting on or near the stations above mentioned, and also on the Paddington Station, the Euston-square Station, the station of the Midland Railway at St. Pancras, the King's Cross Station, the station of the North London and the intended station of the Great Eastern Railways at Liverpool-street; and partial effect has been given to the above mentioned 6th, 10th, and 11th recommendations of the Lords' Committee. The extension of the Metropolitan Railway to Notting-hill and Brompton, as well as the portion of the

Metropolitan Railway Schemes.

Metropolitan District Railway in connection therewith between Brompton and Westminster Bridge, have been opened for traffic during the past year.

It is to be added, that in the Session of 1864 a new Company were authorised to construct the North Western and Charing Cross Railway, which will, if constructed, have a junction with the London and North Western Railway between Camden Town and Euston-square, and passing under Tottenham Court-road, will have its terminus at the eastern side of the Charing Cross Station.

With reference to the suggestion of the Committee that new lines of Railway might be advantageously and economically constructed under some of the new streets to be constructed by the municipal authorities of the City or the Metropolitan Board of Works, and under a portion of the proposed Thames Embankment, it may be noticed that the Metropolitan District Railway was authorised to be constructed partly in open cutting but principally in tunnel along the Thames Embankment (North side), from Westminster Bridge to Blackfriars Bridge, and under a portion of the new street which is in course of construction between Bridge-street, Blackfriars, and the Mansion House.

In 1865 Parliament authorised the construction by a new Company of the "East London Railway,"—a line which is to have a terminus at Liverpool-street, under the intended terminus of the Great Eastern Railway, and a junction with the authorised new line of that Railway towards the North, and, passing under the River Thames through the existing Tunnel, is to have junctions with the lines of the South Eastern, and the London, Brighton, and South Coast Railways, near New Cross. Considerable progress has been made in the construction of this Railway, but no portion has yet been opened for traffic.

The scheme of the "East London Railway" appears to be such as was contemplated in the eighth of the above-mentioned recommendations of the Lords' Committee.

In reference to the view of the Lords' Committee that "additional railway communication was needed in the densely-populated parts of the Metropolis" (*see* paragraph 10), may be mentioned the "Waterloo and Whitehall Railway," sanctioned in 1865,—a scheme intended for the conveyance of passengers across the Thames in a tunnel under the River—to be worked on the pneumatic principle.

Of the Railways authorised in 1866 there may be here noticed, in reference to the suggestion of an outer circle of Railway, communicating with the principal lines north of the Thames, which is contained in the eleventh recommendation of the Lords' Committee, the "North Metropolitan Railway," which is intended to have junctions with the Great Western Railway (at Southall), the London and North Western Railway (near Twyford), the authorised London Extension of the Midland Railway (near Hendon), the authorised new line by Tottenham of the Great Eastern Railway (at Dalston), and the Barking Branch of the London, Tilbury, and Southend Railway (near Stratford).

Bills lodged for the Session of 1869.—Grouping.

Bills lodged for the Session of 1869.

Grouping.

The Bills relating to Railways within the Metropolitan Railway District are nine in number. These Bills are enumerated at page 10 of this Report.

Six of these Bills propose to incorporate new Companies, viz. :

The Clapham and London Bridge Railway Bill proposes to authorise the construction of a Railway under the road from High-street, Clapham, to Wellington-street, London Bridge.

The Eastern Metropolitan Underground Railway Bill proposes to authorise the construction of Railways in tunnel under Aldgate High-street, and the Whitechapel and Mile End-roads.

The

The Hyde Park and City Railway Bill proposes to authorise the construction of a Railway from the western end of Oxford-street, under which it is proposed to pass, as also under Holborn and Newgate-street, to a site adjoining the General Post Office at the western end of Cheapside. *Metropolitan Railway Schemes.*

The Islington Railway Bill proposes to authorise the construction of a Railway, upon viaduct, and of a gauge of three feet, from the Green at Islington to Little Moorfields.

The Metropolitan Southern District Railway Bill proposes to authorise the construction of Railways from Newington Butts, under the London and Waterloo-roads, to a junction with the authorised Waterloo and Whitehall Railway at Vine-street, south of the Thames, and short Railways from a junction with the same Railway north of the Thames, to a point adjoining the Metropolitan District Railway in the embankment at Charing Cross Railway Bridge.

The Port of London and Billingsgate Railway Bill propose to authorise the construction of a Railway from a junction with the London, Chatham, and Dover Railway at Snow Hill to the Thames at Blackfriars, and also other Railways connected therewith (principally within an embankment, to be constructed along the north bank of the Thames), to unite the Metropolitan District Railway at Blackfriars with the authorised Extension of the Metropolitan Railway at Tower Hill. This Bill likewise proposes the making of a road along the embankment and a sewer underneath, and the enlargement of the Billingsgate Market.

Four other Bills have been deposited by existing Railway Companies; one to authorise a short junction line, and three the acquisition of small portions of additional land for station enlargement and other purposes.

Open Spaces.

Open Spaces.

The Port of London and Billingsgate Railway Bill proposes to authorise the appropriation of a portion of Tower Hill and Trinity-square.

Central Stations.

Central Stations.

There is no Bill of this Session which requires notice with reference to the views of the Lords' Committee respecting Central or Main Stations, expressed in the 4th and 6th paragraphs (*see page 14 above*).

Communication North and South of the River.

Communication North and South of the River.

There is no Railway Bill of this Session which has for its object the making of a new communication across the Thames.

Communication in Crowded Districts.

Communication in Crowded Districts.

The following schemes of the present Session may be mentioned as appearing to have been laid out with a view to affording new or additional means of transit between parts of the Metropolitan Railway District, viz. :—

The Clapham and London Bridge Railway Bill.

*Metropolitan Rail-
way Schemes.*

The Eastern Metropolitan Underground Railway Bill.

The Hyde Park and City Railway Bill.

The Islington Railway Bill.

The Metropolitan (Southern District) Railway Bill.

The Port of London and Billingsgate Railway Bill.

To these may be added, *the Metropolitan Tramways Bill, the Metropolitan Street Tramways Bill, and the Pimlico, Peckham, and Greenwich Street Tramways Bill*, for Tramways to be laid in several of the principal approaches to the City and other parts of London, and to be used with animal power.

Board of Trade,
February 1869.

G. Shaw Lefevre.

RAILWAY AND TRAMWAY BILLS.

REPORT of the BOARD of TRADE upon the
RAILWAY and TRAMWAY BILLS of Session
1869.

(*Mr. John Bright.*)

*Ordered, by The House of Commons, to be Printed,
16 February 1869.*

Under 2 oz.

7.

CRICKSEA BRIDGE BILL.

RETURN to an Order of the Honourable The House of Commons,
dated 19 March 1869;

“THAT the BOARD of TRADE do present to this House a REPORT
upon the CRICKSEA BRIDGE BILL.”

CRICKSEA BRIDGE BILL.

REPORT OF THE BOARD OF TRADE.

By this Bill it is proposed to incorporate a Company, called “The Cricksea Bridge Company,” with power to construct a roadway bridge over the River Crouch at Cricksea Ferry in Essex.

The Bridge described in Clause 5 of the Bill is to consist, according to the deposited plans, of 48 spans, each 20 feet wide, and with a headway of six feet above high water mark, and one opening span 30 feet wide; Clause 23, however, proposes to provide that the bridge shall be constructed with such opening span (if any) as the Board of Trade may direct or approve.

The Board of Trade submit that inasmuch as there is a considerable trade on the river as far as Hull Bridge, a distance of 10 miles above Cricksea Ferry, which bridge vessels of 10 or 11 feet draught could reach at spring tides, the construction of an opening span in the proposed bridge should be made obligatory upon the Company, and that the dimensions of such opening should be left to the decision of the Board of Trade, the dimensions proposed by the Bill being quite inadequate for the passage of some of the vessels constantly navigating the river.

They desire, at the same time, to point out the possibility, in the course of time, of such an alteration in the bed of the river at and near the site of the proposed bridge as to render useless the opening span which may have been constructed. Under these circumstances the Board of Trade submit that the Bill should provide either that the Company shall be bound to maintain at all times a sufficient channel through the opening span, or that the Company shall, in the event of the present low-water channel shifting from the position which it may occupy at the time of commencing the proposed bridge, alter the position of the opening span in such manner as the Board of Trade may deem necessary for the accommodation of trade.

They further suggest that it would be desirable, for the prevention of accidents and the protection of life and property, that a clause should be inserted in the Bill rendering it obligatory on the Company to exhibit from and after the completion of the bridge, from sunset to sunrise, such light, if any, as the Trinity House of Deptford Strond may think necessary for marking the position of the bridge.

Board of Trade,
19 March 1869.

T. H. Farrer.

CRICKSEA BRIDGE BILL.

REPORT of the Board of Trade on the
CRICKSEA BRIDGE BILL.

(*Mr. John Bright.*)

*Ordered, by The House of Commons, to be Printed,
19 March 1869.*

SESSION 1869.

REPORT by the BOARD of TRADE on the Applications made during the Year 1868, under the "Railway Companies Powers Act, 1864," and of the Proceedings of the Board of Trade with respect thereto.—(Presented pursuant to Act of Parliament.)

APPLICATIONS for certificates under this Act were made during the year 1868, by the following Railway Companies, viz.:—

I.—*The Devon and Cornwall Railway Company,*

Who applied for authority to raise 100,000*l.* by new ordinary or new preference shares or stock, and 33,333*l.* by borrowing on mortgage or by debenture stock.

II.—*The Keighley and Worth Valley Railway Company,*

Who applied for authority to raise 18,000*l.* by new ordinary or new preference shares or stock, and 6,000*l.* by borrowing on mortgage or by debenture stock.

III.—*The Salisbury and Dorset Junction Railway Company,*

Who applied for authority to raise 21,000*l.* by new ordinary or new preference shares or stock, and 7,000*l.* by borrowing on mortgage or by debenture stock.

IV.—*The Sirhowy Railway Company,*

Who applied for authority to raise 25,000*l.* by new ordinary or new preference shares or stock, and 8,333*l.* by borrowing on mortgage or by debenture stock.

V.—*The Wellington and Drayton Railway Company,*

Who applied for authority to raise 100,000*l.* by new ordinary or new preference shares or stock, and 33,333*l.* by borrowing on mortgage or by debenture stock.

The several requirements of the Act in each of the five above-mentioned cases having been duly complied with, and no objection having been made to any of the applications, the draft certificates were settled by the Board of Trade, and have this day been laid before Parliament.

If neither House of Parliament, within six weeks from this date, resolves that any of the certificates above mentioned ought not to be made, then, at the expiration of the said period, the Board of Trade will make and issue in each case a certificate in conformity with the draft now laid before Parliament, and will cause it to be published in the "London Gazette."

Board of Trade,
16 April 1869.

G. Shaw Lefevre,
Secretary to the Board of Trade.

RAILWAYS.

SESSION 1869.

REPORT by the Board of Trade on the
Applications made in the Year 1868, under the
"RAILWAY COMPANIES POWERS ACT, 1864,"
and of the Proceedings of the Board of Trade
with respect thereto.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
16 April 1869.

RAILWAYS ABANDONMENT.

RIBBLESDALE RAILWAY.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Ribblesdale Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

WHEREAS, by "The Ribblesdale Railway Act, 1864," The Ribblesdale Railway Company were incorporated for the purpose of making and maintaining a Railway therein described as "A Railway to commence in the township of Chatburn, in the parish of Whalley, in the county of Lancaster, by a Junction with the Lancashire and Yorkshire Railway, at or near the station of the said Railway there, and terminating in the township and parish of Giggleswick, in the West Riding of the county of York, to the eastward of, and near to the Settle Station of the North Western Railway, there to form a Junction with the said North Western Railway:" And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Ribblesdale Railway Company did, on the 13th day of May last, make application in writing to the Board of Trade, setting forth that the said Ribblesdale Railway Company were desirous that the hereinbefore described Railway should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Ribblesdale Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection has been maintained which in the opinion of the Board of Trade would justify them in withholding their consent to the proposed abandonment: Now, therefore, the the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by the said "Abandonment of Railways Act, 1850," and "Railway Companies Act, 1867," do, by this warrant, signed by an Assistant Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway by the said "Ribblesdale Railway Act, 1864," authorised to be made as aforesaid, shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money

secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall, if upon winding up their affairs the said Company are otherwise unable to pay and satisfy all their debts and liabilities, be applied as part of the assets of the said Company.

Signed by order of the Board of Trade, this 10th day of October 1868.

Robert G. W. Herbert,
An Assistant Secretary of the Board of Trade.

REPORT.

THE Undertaking of the Ribblesdale Railway Company as authorised by their Act of Incorporation, 27 & 28 Vict. c. 80, consists of a Railway, a little over 14 miles in length, from the Lancashire and Yorkshire Railway at Chathurn to the North Western Railway at Settle. For the purposes of the Act the Company were empowered to raise 180,000 *l.* by 18,000 shares of 10 *l.* each, and to borrow on mortgage any sum not exceeding 60,000 *l.*

In this case, less than three-fifth parts of the share-capital having been subscribed, the application for authority to abandon the Railway was made under the 32nd section of the "Railway Companies Act, 1867," by five of the persons named in the special Act incorporating the Company as directors thereof.

The following extracts from the application made to the Board of Trade set forth the grounds upon which the abandonment was sought.

"That since the passing of the said Ribblesdale Railway Act, nothing has been done by the said Company in respect to the construction of the said Railway in consequence of the Contractors for the said Line, who were also the principal subscribers thereto, having failed shortly after the passing of the Act."

"That not one-fifth of the share-capital of the Company has been subscribed, exclusive of the sum which was to have been found by the said contractors."

"That the Company's compulsory powers of taking land have expired."

"That there has been nothing paid on the share-capital of the Company beyond a deposit of 10 *s.* per share, and the construction of the Railway is virtually abandoned."

The application was duly advertised, and two objections to the proposed abandonment were laid before the Board of Trade.

These objections did not, however, appear to the Board of Trade to be such as they could entertain.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Captain Tyler, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Captain Tyler's Report, it appears that the number of shares created and issued is 2,630, of 10 *l.* each. With the exception of 300 *l.* retained by Lady Cowper on account of her land, through which the Railway was intended to pass, a sum of 10 per cent. on allotment has been paid up on the above shares. No call has been made. No sums have been borrowed on bond or mortgage.

There are no funds now in the hands of the Company.

The object of this proposed Railway was to connect by a comparatively easy route, and an inexpensive line, the populous towns of Lancashire, by way of Blackburn, Clitheroe, Settle, and Ingleton with Tebay on the Lancaster and Carlisle Railway, and thus with the North of England and Scotland. It was hoped that the beauty of the scenery would have made this a favourite route, that the cattle traffic would have been accommodated, which passes between the ports of Liverpool and Fleetwood and the agricultural district of Craven, as well

well as to and from the great fairs of Gisburne and Settle; that there would have been much lime carried, which is now carted, from Clitheroe, or Chatburn, to Bolton, Gisburne, or Paythorne, and that the district traversed by the line would have been supplied with coal from the Lancashire coal fields at something like two-thirds of the present cost.

The Company have been compelled to apply for a warrant of abandonment as the result of the failure of their contractors, Messrs. Watson & Co., which occurred shortly after the passing of their Act, and of the Contract Corporation Company, from whom they expected to obtain the requisite funds for the carrying out of the Undertaking.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the Ribblesdale Railway, in the terms of the warrant accompanying this Report, and dated the 10th day of October 1868.

Signed by order of the Board of Trade,

Whitehall, London,
12 December 1868.

T. H. Farrer,
Secretary of the Board of Trade.

RAILWAYS ABANDONMENT.

RIBBLESDALE RAILWAY.

WARRANT of the BOARD OF TRADE authorising the ABANDONMENT of the RIBBLESDALE RAILWAY in pursuance of the "Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," and REPORT thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
29 December 1868.

2—(1).

Under 1 oz.

RAILWAYS ABANDONMENT.

WORCESTER, DEAN FOREST, AND MONMOUTH RAILWAYS,

Nos. 1 AND 2.

(GREAT MALVERN TO ABINGHALL; ABINGHALL TO NEWLAND.)

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Worcester, Dean Forest, and Monmouth Railways, Nos. 1 and 2, together with the subjoined Report, explanatory of the reasons for their decision in this case.

W A R R A N T.

WHEREAS, by the "Worcester, Dean Forest, and Monmouth Railway Act, 1863," The Worcester, Dean Forest, and Monmouth Railway Company, were incorporated, for the purpose, *inter alia*, of making and maintaining:—

"No. 1. A Railway (in this Act referred to as Railway No. 1), commencing in the parish of Great Malvern, in the county of Worcester, by a Junction with the West Midland Railway at or near the Junction between such last-mentioned Railway and the Tewkesbury and Malvern Railway, in the parish and county aforesaid, and terminating in the parish of Abinghall and county of Gloucester."

"No. 2. A Railway (in this Act referred to as Railway No. 2), commencing in the parish of Abinghall and county of Gloucester, and terminating in the parish of Newland, in the county of Gloucester."

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Worcester, Dean Forest, and Monmouth Railway Company did, on the 4th day of January last, make application in writing to the Board of Trade, setting forth that the said Worcester, Dean Forest, and Monmouth Railway Company were desirous that the Railways, Nos. 1 and 2, hereinbefore described, should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Worcester, Dean Forest, and Monmouth Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railways Nos. 1 and 2, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for

bringing objections before the Board of Trade has expired, and no objection to the proposed abandonment of the said Railways, Nos. 1 and 2, has been brought before the Board of Trade: Now therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by the said "Abandonment of Railways Act, 1850," and "Railway Companies Act, 1867," do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the Railways Nos. 1 and 2, hereinbefore described, by the said "Worcester, Dean Forest, and Monmouth Railway Act, 1863," so authorised to be made as aforesaid, shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that the Share Capital authorised to be raised by the said Company under the said "Worcester, Dean Forest, and Monmouth Railway Act, 1863," and the amount which the said Company are authorised to borrow on mortgage shall be, and the same are, respectively reduced to the extent and in manner following; that is to say:

1. The capital of the Company shall be 150,000 £, in 15,000 shares of 10 £ each.

2. Any shareholder who has paid, or who is treated in the books of the Company as having paid, the full amount on any share or shares of 10 £ nominal amount in the original capital of the Company, shall be entitled to have allotted to him, and the directors of the Company shall allot to him, a number of shares fully paid up, in the capital of the Company as fixed by this Warrant, equal to the number of shares fully paid up held by him in the original capital.

3. The directors shall divide and allot the remainder, not allotted under the last preceding clause, of the 15,000 shares in the capital of the Company as fixed by this Warrant, between persons holding shares not fully paid up in the original capital in proportion to the number of shares held by them respectively in such original capital; and the directors may, where necessary for the purpose of making such division, allot a fractional part of a share of such nominal amount as may be requisite, but shall as and when possible cause fractional parts to be consolidated and ultimately formed into whole shares of the nominal amount of 10 £ each.

4. So much of the sum of 21,730 £ (being the total amount paid up on account of original capital) as shall be equal to the aggregate nominal value of all the fully paid up shares by this Warrant required to be allotted, shall be treated as having been paid on the same shares, and the residue of the said sum of 21,730 £ shall be treated as having been paid on shares not fully paid up, allotted under this Warrant, and as having been so paid by the persons entitled to the same shares in proportion to the sums which they have respectively paid, or are treated in the books of the Company as having respectively paid, on the shares held by them in the original capital.

5. For the purposes of the two last preceding clauses, all forfeited shares in the original capital shall be taken into account, and treated as subsisting and unforfeited, and an allotment shall be made in respect thereof of the proper number of shares in the capital of the Company as fixed by this Warrant, having the proper amount paid up thereon according to the terms of this Warrant; and immediately after such allotment, the shares allotted shall be treated as forfeited in place of the forfeited shares of original capital.

6. The amount which the Company shall have power to borrow on mortgage shall be limited to 50,000 £.

7. All the provisions in the "Worcester, Dean Forest, and Monmouth Railway Act, 1863," and "The Companies Clauses Consolidation Act, 1845,"

1845," contained with respect to the original shares and share capital of the Company, and their original power of borrowing money on mortgage or bond, shall (subject to the directions hereinbefore contained) apply to the future shares and share capital of the Company, and their power of borrowing money, when reduced and limited as aforesaid, in the same manner as they would have applied to such future shares and share capital, and power of borrowing money respectively, if the aforesaid reduced and limited amounts had been specified in "The Worcester, Dean Forest, and Monmouth Railway Act, 1863," instead of the original amounts therein specified.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money deposited as security for the completion of the said Railways, or the stocks, funds, or securities in which the same is invested, or the money secured by the bond, conditioned for the completion of the said Railways, or for payment of money in default thereof, shall, if the said Company are otherwise unable to pay and satisfy all their debts and liabilities, in connection with the Railways and works hereby authorised to be abandoned, be applied as part of the assets of the said Company, for the purpose of discharging such debts and liabilities.

Signed by order of the Board of Trade, this 8th day of December 1868,

T. H. Farrer,
Secretary of the Board of Trade.

R E P O R T.

THE Worcester, Dean Forest, and Monmouth Railway Company were incorporated by their Act of 1863, 26 & 27 Vict. c. 185, for the purpose of making and maintaining,—

No. 1. A Railway (20 miles 42 chains long), commencing in the parish of Great Malvern, in the county of Worcester, by a Junction with the West Midland Railway, and terminating in the parish of Abinghall, county of Gloucester :

No. 2. A Railway (10 miles 40 chains long), commencing in the parish of Abinghall, and terminating in the parish of Newland, both in the county of Gloucester :

No. 3. A Railway (5 miles 68 chains long), commencing in the parish of Newland, in the county of Gloucester, and terminating in the parish of Dixon Newton, in the county of Monmouth, by a Junction with the Coleford, Monmouth, Usk, and Pontypool Railway :

For the purposes of this Act, the Company were empowered to raise 450,000 *l.* in shares of 10 *l.* each, and to borrow on mortgage, any sums not exceeding in the whole, 150,000 *l.*

In this case, the application for authority to abandon the Railways, Nos. 1 and 2, named, was made by the Company, with the consent of the holders of three-fifths of the shares or stock of the Company, such consent having been duly given in the manner prescribed in the "Abandonment of Railways Act, 1850," section 1. No shareholders dissented therefrom.

The following extracts from the Company's application set forth the grounds upon which the abandonment was sought :—

"That the Company have not proceeded with the making and carrying on of the said Railways, excepting as regards No. 1, the works upon which were commenced, but have for some time been suspended."

"That no land has been taken or purchased for the purposes of the said Railways 1 and 2, excepting one small piece on Railway No. 1, where the works were so commenced, but since discontinued."

“That it is intended to proceed with the construction of Railway No. 3 only.”

“That owing to the insolvency of several of the principal shareholders, and the bankruptcy of others, and the depreciation of railway securities, the Company are rendered incapable of raising any further capital for the construction of the said Railways No. 1 and No. 2.”

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them; the Board of Trade, in pursuance of the 14th section of “The Abandonment of Railways Act, 1850,” appointed Captain Tyler, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Captain Tyler's Report it appears that 47,471 shares, representing a share capital of 474,710 *l.* have been subscribed for, and that the total amount of paid-up capital is 21,730 *l.* No sums have been borrowed on mortgage. About 12 acres of land have been purchased at Pontley, at the point where it was considered necessary to commence the works; and a short portion of line, stated to be rather less than a mile in length, was there constructed to formation level.

The Company have paid altogether, up to the present time, for Parliamentary and other expenses, land, and compensation, the total sum of 5,280 *l.*

The total liabilities of the Company are 27,903 *l.* 6 *s.*; the engineering and solicitor's expenses subsequently incurred, being set against the fully paid-up shares taken by them.

There are no funds in the hands of the Company.

The object of the above Railways, Nos. 1, 2, and 3, was to connect the mineral field of the Forest of Dean with the iron districts of Staffordshire and South Wales; and also with the east and south of England, for the supply of which a large quantity of coal would have been available. The Company are unable to proceed with any of their Railways at the present time. But they have only considered it necessary to apply for permission to abandon Railways Nos. 1 and 2 (together, 31 miles 2 chains long), which would have enabled them more fully to carry out their objects, in the hope that they might yet be able to construct Railway No. 3 (5 miles 68 chains long), which would, at far less expense, be the means of affording an outlet for the forest mineral in an advantageous, though a less direct manner.

The application being for abandonment of part only of the Railways authorised by the Company's Act of 1863, it became necessary to provide for the reduction of the Company's capital, in accordance with the 28th section of “The Abandonment of Railways Act, 1850.”

Upon this point Captain Tyler reported as follows :—

I have made inquiry, with a view to ascertain with reference to the minute on this paper, and under the 28th section of the “Railways Abandonment Act of 1850,” the proportion in which, in the event of the abandonment of Nos. 1 and 2 Railways of the Worcester, Dean Forest, and Monmouth Railway Company being authorised, the capital of the Company should be reduced.

I find that these sections of Railway were estimated in 1863 to cost respectively :—

	£.
For 20 miles 42 chains, Railway No. 1 - - -	196,000
For 10 miles 40 chains, Railway No. 2 - - -	149,653
While Railway No. 3 (for 5 miles, 68 chains) was estimated at the same time to cost - - -	95,347
Making a total for the three sections of - - - £.	441,000

The Company were empowered by their Act of 1863 to raise 450,000 *l.* of share capital, and to borrow on mortgage a further sum of 150,000 *l.*

The proportion which Railway No. 3 bears to Railways Nos. 1 and 2 in length is as 5·85 to 36·875, or rather less than one-sixth. But the works on No. 1 being lighter than on the other sections, the proportion which No. 3 bears

bears to Nos. 1 and 2 in cost, is as 95'347 to 345'653, or rather more than one-fourth.

The paid-up capital of the Company at the present time, including the produce of calls and fully paid-up shares taken for services rendered or materials supplied, is - - - - - £. 21,730 -

But the Company have no funds in hand.

There have been paid up to this time debts to the amount of £. 5,280 -
There are outstanding liabilities to the amount of - - - 27,903 6

Under all the circumstances of the case, I am of opinion that the share capital should be reduced by 300,000 *l.*, and the power to borrow on mortgage by 100,000 *l.*, in the event of the abandonment being authorised of Railways Nos. 1 and 2; and this would leave 150,000 *l.* of share capital, with power to borrow 50,000 *l.* on mortgage, for the discharge of liabilities, for including the paid-up capital, and for the completion of Railway No. 3.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the Worcester, Dean Forest, and Monmouth "Railways Nos. 1 and 2" (Great Malvern to Abinghall, and Abinghall to Newland), and to reduce the share capital and borrowing powers of the Company, in the terms of the Warrant accompanying this Report, and dated the 8th day of December 1868.

Signed by order of the Board of Trade,

Whitehall, London,
12 December 1868.

T. H. Farrer,
Secretary of the Board of Trade.

RAILWAYS ABANDONMENT.

WORCESTER, DEAN FOREST, AND
MONMOUTH RAILWAYS,

Nos. 1 and 2.

(GREAT MALVERN TO ABINGHALL;
ABINGHALL TO NEWLAND.)

WARRANT of the Board of Trade authorising
the ABANDONMENT of the WORCESTER, DEAN
FOREST, and MONMOUTH RAILWAYS, Nos. 1
and 2 (GREAT MALVERN to ABINGHALL;
ABINGHALL to NEWLAND), in pursuance of the
Abandonment of Railways Act, 1850, and the
Railway Companies Act, 1867; and Report
thereon.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
29 December 1868.*

2—(2).

Under 1 oz.

RAILWAYS ABANDONMENT.

SKIPTON AND WHARFDALE RAILWAY.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Skipton and Wharfdale Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

WHEREAS, by "The Skipton and Wharfdale Railway Act, 1865," "The Skipton and Wharfdale Railway Company" were incorporated for the purpose of making and maintaining the Railway therein called "The Skipton and Wharfdale Railway"; further described as "wholly situate in the West Riding of Yorkshire," and to "commence in the township and parish of Broughton, by a junction with the North Western Railway, and terminate in the township of Freshfield, in the parish of Linton, in a field numbered 24 on the (deposited) Plan" (of the Railway): And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the Skipton and Wharfdale Railway Company did, on the 5th day of May last, by Memorial signed by a majority of the Directors of the said Company, make application in writing to the Board of Trade, setting forth that the said Skipton and Wharfdale Railway Company were desirous that the hereinbefore described Railway should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Skipton and Wharfdale Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railway has been brought before the Board of Trade: Now therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by the said "Abandonment of Railways Act, 1850," and "Railway Companies Act, 1867," do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway, by the said "Skipton and Wharfdale Railway Act, 1865," so authorised to be made as aforesaid (being the whole Railway and Undertaking of the said

2—(3). Skipton

Skipton and Wharfedale Railway Company), shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money deposited as security for the completion of the said Railway or the stocks, funds, or securities in which the same is invested, or the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall, if upon winding up their affairs the said Company are otherwise unable to pay and satisfy all their debts and liabilities, be applied as part of the assets of the said Company.

Signed by Order of the Board of Trade, this 17th day of December 1868,

T. H. Farrer,
Secretary of the Board of Trade.

REPORT.

THE Undertaking of the Skipton and Wharfedale Railway Company, as authorised by their Act of Incorporation, 28 & 29 Vict. c. 203, consists of a Railway about eight miles long, wholly situate in the West Riding of Yorkshire, commencing in the township and parish of Broughton, by a junction with the North Western Railway, and terminating in the township of Freshfield, in the parish of Linton.

For the purposes of their Undertaking the Company were empowered to raise 80,000 *l.* in 4,000 shares of 20 *l.* each; and to borrow on mortgage any sums not exceeding 26,000 *l.*

In this case, less than three-fifths of the share capital having been subscribed, the application for authority to abandon the Railway was made under the 32nd section of the "Railway Companies Act, 1867," by two of the persons named in the special Act incorporating the Company as Directors thereof, and by another present Director of the Company. (A further and similar application was also made by another of the Directors of the Company named in their special Act.)

The following extracts from the application made to the Board of Trade set forth the grounds upon which the abandonment was sought:—

"That considerably less than three-fifths of the share capital of the said Company has been subscribed, and the said Company are now entirely without funds, and have done nothing towards the construction of the said Railway."

"That the Line of Railway as originally projected was intended to run from Skipton to Middlesborough, a distance of 60 miles or thereabouts (Middlesborough being a very large and populous town situated in the middle of a great iron producing district), and application was made to Parliament for powers to construct the said Railway in its entirety, but in consequence of the powerful opposition of the North Eastern Railway Company, only so much of the Undertaking as lies between Skipton and Grassington (a distance of eight miles) was sanctioned."

"That the construction of this part only of the Railway would be useless and unremunerative, and there is no prospect of the more extended scheme being applied for, or authorised, or of funds being subscribed for any part of the Undertaking."

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Captain Tyler, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From

From Captain Tyler's Report, it appears that 3,482 *l.* 19 *s.* was subscribed, and 3,476 *l.* 17 *s.* 3 *d.* paid, which was absorbed in part payment of preliminary expenses.

The shares taken were subscribed for by gentlemen residing in the district, on the condition that a sum of 20,000 *l.* should be raised in the district, which could not be done. It is stated that no land was contracted for, and that there are no claims from landowners.

In one sense the Company may be said to have no liabilities; inasmuch as the surveyors and engineers connected with it undertook, with the Directors, that they would ask for no costs unless the Railway was constructed; and whatever claims there are by the London agents are upon the professional gentlemen connected with the Undertaking.

No Works have been commenced, and there is not the slightest prospect of any money being raised for the purpose.

There are no funds now in the Company's hands, and all action by the Directors has long since ceased. The Company have, in fact, at present, only a nominal existence.

The Line would not, in itself, have been of any public importance. It was part of a larger scheme which sought to afford a new route of connection between Lancashire and the important mineral district in the neighbourhood of Middlesborough, and there is not the least chance of the project being carried out for the present.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the Skipton and Wharfedale Railway, in the terms of the Warrant accompanying this Report, and dated the 17th day of December 1868.

Signed by Order of the Board of Trade,

T. H. Farrer,
Secretary of the Board of Trade.

Whitehall, London,
23 December 1868.

RAILWAYS ABANDONMENT.

SKIPTON AND WHARFDALE
RAILWAY.

WARRANT of the Board of Trade authorising the ABANDONMENT of the SKIPTON and WHARFDALE RAILWAY, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867"; and REPORT thereon.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
29 December 1868.*

2—(3).

Under 1 oz.

RAILWAYS ABANDONMENT.

MOLD AND DENBIGH JUNCTION RAILWAY (BRANCH RAILWAYS AND DEVIATION).

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of a Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Mold and Denbigh Junction Railway (Branch Railways and Deviation), together with the subjoined Report, explanatory of the reasons for their award and Warrant in this case.

WARRANT.

WHEREAS, by "The Mold and Denbigh Junction Railway (Branches, Alterations, &c.) Act, 1866," the Mold and Denbigh Junction Railway Company were authorised to make and maintain the Railways and substituted Railway, or Deviation, therein described, as

"1. A Railway (No. 1) Four furlongs, or thereabouts, in length, commencing by a Junction with the Railway of the Company authorised by the Act of 1861, at or near the point where the said Railway crosses the turnpike road leading from King-street, in the town of Mold, to Queen's Ferry, and terminating at or near a point on the public road leading from Pentre to Bromfield, Nine chains, or thereabouts, distant from and to the north of the level crossing of that road by the Chester and Mold Railway :

"2. A Railway (No. 2) Three miles, four furlongs, and nine chains, or thereabouts, in length, commencing by a Junction with Railway No. 1 at or near the termination thereof hereinbefore described, and terminating by a Junction with the Wrexham, Mold, and Connah's Quay Railway, at or near the bridge which carries that Railway over the turnpike road leading from Mold to Chester :

"3. A Railway (No. 3) Two furlongs and three chains, or thereabouts, in length, commencing by a Junction with Railway No. 2, in or near a certain field enclosure, numbered 1706 on the Tithe Commutation Map of the township of Bistre, in the parish of Mold, and terminating in or near an enclosure numbered 10 in the parish of Hawarden on the Plans of Railway No. 1, referred to in and authorised by "The Wrexham, Mold, and Connah's Quay Railway Extension Act, 1865:"

"4. A Railway (No. 4) Three miles, six furlongs, and five chains, or thereabouts, in length, commencing by a Junction with the Railway of the Company, authorised by the Act of 1861, in or near an enclosure numbered 248, in the parish of Mold, on the Plans of 1861, and terminating in or near a certain field or croft, called the Mill Croft, adjoining the mill known as the Loggerhead's Mill, in the parish of Llanveras :

"5. A Railway called the Deviation, Three miles, three furlongs, and one chain, or thereabouts, in length, in lieu of or in substitution for Railway No. 1, authorised by the Extensions Act of 1865, commencing in the parish of Mold by a Junction with Railway No. 1, by this Act authorised, at or near the termination thereof, hereinbefore described, and terminating in the parish of Hawarden, at or near the termination of the said Railway No. 1, authorised by the Extensions Act of 1865 :"

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Mold and Denbigh Junction Railway Company did, on the 4th day of July last, make application in writing to the Board of Trade, setting forth that the said Mold and Denbigh Junction Railway Company were desirous that the hereinbefore described Railways and Deviation should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Mold and Denbigh Junction Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such Notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railways and Deviation, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said Notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railways and Deviation has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railways and Deviation by the said Mold and Denbigh Junction Railway (Branches, Alterations, &c.), Act, 1866, so authorised to be made as aforesaid, shall be abandoned by the said Company.

Signed by order of the Board of Trade, this 27th day of January 1869.

G. Shaw Lefevre,

Secretary of the Board of Trade.

REPORT.

THE Mold and Denbigh Junction Railway Company were authorised by their Act of 1866, 29 & 30 Vict., c. 250, to make and maintain the five railways described at length in the Warrant of Abandonment accompanying this Report.

For the purposes of this Act *only*, the Company were empowered to raise additional capital not exceeding in the whole 134,000 *l.* by ordinary shares, and to borrow on mortgage any sum not exceeding in the whole 44,600 *l.*, but not before the whole of the said additional capital had been subscribed for, issued, and accepted, and one-half thereof paid up.

The application for authority to abandon the railways named was made by the Company, with the consent of the holders of three-fifths of the shares or stock of the Company, such consent having been duly given in the manner prescribed in the "Abandonment of Railways Act, 1850," sec. 1. No shareholders dissented therefrom.

The

The Company submitted as the grounds upon which such application was made, a "Scheme of Arrangement" between the Company and their creditors, prepared by the Directors in pursuance of "The Railway Company's Act, 1867" (secs. 6-22). This Scheme was confirmed, and enrolled in the Court of Chancery, on the 17th July 1868.

From this Scheme it appeared that the Company had nearly completed their Main Line of Railway, but had not commenced the construction of the Branch Railways hereinbefore described; and that they were unable by reason of the failure of the contractor (who was under contracts to construct and complete the Main Line of Railway and certain of the Branch Railways), and by reason of the impossibility of raising funds under the existing circumstances of the undertaking, to complete the Main Line of Railway or to make any of the Branch Railways. For these and other reasons the Directors had determined to apply for powers to abandon the construction of the Branch Railways, so as the better to enable them to complete the Main Line of Railway.

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Captain Tyler, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Captain Tyler's Report, it appears that the Mold and Denbigh Junction Railway Company are constructing, and have lately obtained the means to complete, their line from Mold to near Denbigh, where they join the Vale of Clwyd section of the London and North Western Railway; this line being about 16 miles long and laid with a double line of rails. It is intended to be worked by the London and North Western Railway Company.

Under this arrangement with the London and North Western Railway Company, which will come before Parliament during the ensuing Session, they now find it unnecessary to construct the "Branch" Railway No. 2, $3\frac{1}{2}$ miles long, which was intended in some respects to compete with a portion of the London and North Western Railway, and also Nos. 1 and 3, which practically would have formed parts of No. 2, and would, if terms had not been come to with the London and North Western Railway Company, have been required to render the Mold and Denbigh Junction Railway Company independent of the London and North Western Railway Company, by enabling them to form connections with the Wrexham, Mold, and Connah's Quay Railway.

These "Branch" lines, Nos. 1, 2, and 3, would have been useful, practically, for mineral purposes only, and their joint length only amounts to about $4\frac{1}{2}$ miles.

Railways Nos. 4 and 5, were intended to be mineral branches, principally; the former 3 miles, 6 furlongs, and 5 chains; the latter, 3 miles, 3 furlongs, and 1 chain in length.

The Company's contractor failed in 1866. The shareholders refused or were unable to find any more money. The works of the main line have remained incomplete from that date to the present time. A nominal amount of upwards of 432,000 *l.* had been spent upon the works; and 40,000 *l.* only was required to complete the works and pay the landowners, for the main line. This amount was found, by the gentlemen of the locality subscribing one-half, and gentlemen in the city, involved with the contractor and interested in the line, finding the other half.

But the Company are totally unable to find money for the prosecution of the five branches above referred to, and no one opposes their application for a Warrant of Abandonment.

Under the "Scheme of Arrangement" referred to, the Company have obtained power to raise by the issue of Debenture Stock, a sum not exceeding 40,000 *l.*, in order to complete and open their main line of railway, and to pay certain liabilities, and further sums not exceeding 100,000 *l.* for payment of other debts and liabilities. All power to raise further capital in addition to that which has heretofore been raised is repealed, and the total capital of the Company is now reduced to 572,000 *l.*, at which the Court of Chancery has thus fixed it (instead of 610,600 *l.*, as authorised by Parliament).

Having therefore taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the Mold and Denbigh Junction Railway (Branch Railways and Deviation) in the terms of the Warrant accompanying this Report, and dated the 27th day of January 1869.

Signed by order of the Board of Trade,

G. Shaw Lefevre,

Whitehall, London,
27th January 1869.

Secretary of the Board of Trade.

RAILWAYS ABANDONMENT.

MOLD AND DENBIGH JUNCTION RAILWAY (BRANCH RAILWAYS AND DEVIATION).

WARRANT of the Board of Trade authorising the ABANDONMENT of the MOLD and DENBIGH JUNCTION RAILWAY (BRANCH RAILWAYS and DEVIATION), in pursuance of "The Abandonment of Railways Act 1850," and "The Railway Companies Act, 1867," and Report thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
18 February 1869.

2—(4).

Under 1 oz.

RAILWAYS ABANDONMENT.

GREAT NORTHERN (HORNSEY TO HERTFORD) RAILWAY.

Portion of Railway between ENFIELD and HERTINGFORDBURY, and two short Branches, at HERTINGFORDBURY and WELWYN Junction.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of a Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the portion of the Hornsey to Hertford Railway, between Enfield and Hertingfordbury, and two short Branches, at Hertingfordbury and Welwyn Junction, together with the subjoined Report, explanatory of the reasons for their Award and Warrant in this case.

WARRANT.

WHEREAS, by "The Great Northern Railway (Hornsey to Hertford) Act, 1865," the Great Northern Railway Company were authorised, *inter alia*, to make and maintain the Railways therein described, as

"Railway No. 1, commencing by a Junction with the Great Northern Railway, in the parish of Tottenham, in the County of Middlesex, at or near the northern end of the passenger platform of the Wood Green Station, passing through Tottenham, Hornsey, Wood Green, Edmonton, Southgate, Winchmore Hill, and Enfield, all in the County of Middlesex, Northaw, Little Berkhamstead, Cheshunt, Gough's Oak, Wormley, Bishops Hatfield, Bayford, Brickendon, Liberty of All Saints and St. John's Hertford, St. Andrew's, and Hertingfordbury, all in the County of Hertford, and terminating in the last-named parish by a Junction with the Hertford, Luton, and Dunstable part of the Great Northern Railway at about a furlong south of the spot where the said Railway crosses the River Mimram."

"Railway No. 2, a short spur in the last named parish issuing from the Railway No. 1, at or about 150 yards to the westward of Horns Mill, on the River Lea, and terminating by a junction with the Hertford, Luton, and Dunstable Railway, about a furlong south of the point of junction hereinbefore described."

"Railway No. 4, entirely in the parish of Digswell, in Hertfordshire, commencing by a junction with the Hertford, Luton, and Dunstable Railway, in the parish of Digswell, at a distance of half a mile from its junction with the Great Northern Railway, at the Welwyn Junction, and terminating by a junction with the Great Northern Railway, about one furlong south of the Welwyn Viaduct": And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Great Northern Railway Company did, on the 30th day of April last, make application in writing to the Board of Trade, setting forth that the said Great Northern Railway Company were desirous that a portion of the Railway No. 1, hereinbefore described, commencing from the road numbered 54 on the

deposited plans in the parish of Enfield, and terminating as described, and the whole of the Railways No. 2 and No. 4, hereinbefore described, should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Great Northern Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railways, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection has been maintained which in the opinion of the Board of Trade would justify them in withholding their consent to the proposed abandonment: Now therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the portion of "Railway No. 1," hereinbefore described, commencing from the road numbered 54 on the deposited plans in the parish of Enfield, and terminating as described, and the whole of the Railways No. 2 and No. 4, hereinbefore described, by the said Great Northern Railway (Hornsey to Hertford) Act, 1865, so authorised to be made as aforesaid, shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that the further sums by "The Great Northern Railway (Hornsey to Hertford) Act, 1865," authorised to be raised by the creation of new shares or stock, and the additional sum of money by the same Act authorised to be borrowed, shall be, and the same are, respectively hereby reduced to the extent and in manner following; that is to say,—

1. The further sums to be raised by the creation of new shares or stock shall not exceed in the whole 300,000 £:

2. The additional money to be borrowed shall not exceed 100,000 £:

3. All the provisions in "The Great Northern Railway (Hornsey to Hertford) Act, 1865," contained, with respect to the new shares and stock of the Company authorised by that Act, and the additional money by that Act authorised to be borrowed, shall apply to such new shares or stock, and to such additional money to be borrowed, as the same are respectively reduced and limited as aforesaid, in the same manner as if the amounts thereof as so reduced and limited had been specified in "The Great Northern Railway (Hornsey to Hertford) Act, 1865," instead of the original amounts therein specified.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the terms and conditions following:—

1. That the said Great Northern Railway Company shall pay to Mr. Walter Upward, of Enfield, compensation for the injury (if any) sustained by him in consequence of the abandonment of the said portion of Railway No. 1 (hereinbefore described), the amount of such compensation to be settled by an arbitrator to be appointed by the Board of Trade, and that the amount (if any) of the compensation awarded shall be a debt due from the said Company to the said Mr. Walter Upward.

2. That if the portion of Railway No. 1 and Railway No. 3 (not authorised to be abandoned), from Hornsey to or near to Enfield, be not completed and opened for public traffic within the time limited by the 27th section

section of the said Great Northern Railway (Hornsey to Hertford) Act, 1865, namely, the 19th June 1870, (or such other time, not being later than the 31st December 1870, as the Board of Trade may, by any Warrant granted by them under the "Railways (Extension of Time) Act, 1868," prescribe for that purpose), the penalty prescribed by the 28th section of the said Act (at the rate of 50 *l.* for every day after the said period until such portion of "Railway No. 1" and "Railway No. 3" shall be completed and opened) shall forthwith be enforced as a debt due to Her Majesty in right of her Crown, and shall be paid accordingly by the said Great Northern Railway Company.

Signed by Order of the Board of Trade, this 12th day of March 1869.

G. Shaw Lefevre,
Secretary of the Board of Trade.

REPORT.

THE Great Northern Railway Company were authorised by their Act of 1865, 28 Vict. c. 105, to make and maintain the following Railways:—

Railway No. 1, 14 miles 8½ chains in length, commencing by a junction with the Great Northern Railway, in the parish of Tottenham, in the county of Middlesex, at or near the northern end of the passenger platform of the Wood Green Station, and terminating by a junction with the Hertford, Luton, and Dunstable part of the Great Northern Railway in the parish of Hertingfordbury, in the county of Hertford.

Railway No. 2 (2 furlongs 4½ chains in length), in the last named parish.

Railway No. 3 (1 mile 5 furlongs and 8 chains in length), commencing by a junction with the Great Northern Railway at the northern end of the platform of the Hornsey Station, and terminating by a junction with Railway No. 1, in the parish of Edmonton, in the county of Middlesex.

Railway No. 4 (5 furlongs 8 chains in length), entirely in the parish of Digswell, in Hertfordshire, commencing by a junction with the Company's Hertford, Luton, and Dunstable Railway, and terminating by a junction with the Great Northern Railway, about one furlong south of the Welwyn Viaduct.

For the purposes of this Act only, the Company were authorised to raise by means of new shares any further sums not exceeding in the whole the sum of 650,000 *l.*, and to borrow on mortgage any additional sum of money not exceeding 216,000 *l.*

The Company were further empowered to apply towards the construction of the Works authorised by this Act any of the monies which they were already authorised to raise, and which may not be required by them for the purposes of their Undertaking.

In this case the application was for authority to abandon a portion of Railway No. 1, between Enfield and Hertingfordbury, 10 miles 2 furlongs, and 6 chains in length, and the whole of Railways Nos. 2 and 4. It was made by the Company with the consent of the holders of three-fifths of the shares or stock of the Company, such consent having been duly given in the manner prescribed in "The Abandonment of Railways Act, 1850," section 1.

The following extracts from the Company's application set forth the grounds upon which the abandonment was sought:—

"It is stated in the Preamble to the Act, that the increasing traffic of all kinds on the Great Northern Railway, especially in the neighbourhood of London, rendered it expedient that the Main Line should be relieved by the construction of a Loop Line between Hertford and Hornsey."

"Subsequently to the passing of the Act, the Midland Railway Company have constructed the principal portion of their authorised Line between the Euston-road, St. Pancras, and the town of Bedford, and they have consequently taken off from the Great Northern Line between Hitchin and King's Cross, nearly the whole of their goods and mineral traffic, and they intend, as soon as practicable

practicable, to discontinue the use of the said portion of railway for passenger and coaching traffic also ; and this circumstance, coupled with the increased facilities recently afforded for conducting long trains in quick succession by means of telegraph communication, renders it unnecessary to construct portions of the authorised Railway. On the other hand, the increase of local traffic in connection with the Metropolis, by means of Suburban lines, renders the construction of the portion of the authorised Line between Wood Green and Enfield desirable."

"The works on that portion of the Line are comparatively light, whereas the other parts of the Line between Enfield and the termination at Hertingfordbury are very heavy, and would involve the necessity of a long tunnel and deep cutting, and interfere with some parks and ancestral residences, the owners of which are not desirous that this portion of the authorised line should be constructed."

"The town of Hertford is already connected with London by the Great Northern and Great Eastern Railways, and the local traffic is amply accommodated by cross roads to stations on these Lines."

The application was duly advertised, and two objections to the proposed abandonment were laid before the Board of Trade.

One of these objections, being that of a private person seeking compensation for expenses alleged to have been incurred by him in consequence of the Bill brought into Parliament by the Company in 1865, and now abandoned, did not appear to the Board of Trade to be one which they could entertain. The other objection was that of a landowner, Mr. Walter Upward, of Enfield, who urged, amongst other reasons, that (acting on the assurances of the Company, that the Railway, if authorised, would be made, and with a station near his land) he had converted several acres of his land into a brick field, and had made a large quantity of bricks which he intended to use, and could have used, for building purposes, but which would be useless to him if the abandonment was authorised. This case appeared to the Board of Trade to be one capable of compensation, and they accordingly informed the Company that they would be prepared to grant their warrant upon condition of their undertaking to pay to Mr. Upward such compensation for the injury (if any) which it was alleged he would suffer from the abandonment (of the portion of Railway No. 1) as might be awarded by an arbitrator to be appointed by the Board of Trade. To this condition the Company agreed.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Captain Tyler, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Captain Tyler's Report it appears that no part of the capital authorised by the Act of 1865 has yet been raised, but that the Company have expended upwards of 20,000 £. out of their general funds in the purchase of land.

Notices have been served for the purchase of all the land required for the portion of the authorised Line (not to be abandoned) between the Wood Green Station and the Road numbered 54 on the deposited plans, leading from the town of Enfield to Enfield Chase, the estimated cost of it being 130,000 £.

Captain Tyler further reported that on the one hand there can be no doubt of the ability of the Great Northern Railway Company to complete the whole of their authorised Line ; but that it must be admitted that circumstances have materially changed since they obtained powers from Parliament for its construction. Their general traffic has been decreasing of late, and they have lost the Midland traffic from their main line. The town of Enfield would benefit by the southern portion of the Line, if that be completed, and would lose some advantage, as well as the town of Hertford, if the northern end be abandoned.

The application being for abandonment of part only of the four Railways authorised by the Company's Act of 1865 (namely, a portion of Railway No. 1, and Railways Nos. 2 and 4), it became necessary to provide for the reduction

of

of the Company's capital, in accordance with the 28th section of "The Abandonment of Railways Act, 1850." And the amount authorised by the Company's said Act of 1865 to be raised by the creation of new shares or stock was accordingly reduced to 300,000 £., and the money to be borrowed under that Act, is 100,000 £.

The Company's Act of 1865 enacted that if the Railways thereby authorised were not completed and opened for public traffic within five years from the passing thereof, namely, by the 19th June 1870, the Company should be liable to a penalty at the rate of 50 £. for every day after the said period until such Line should be so completed and opened.

With reference to this enactment the Board of Trade informed the Company that they would grant their warrant upon the further condition that if the portion of Railway No. 1, and Railway No. 3 (not to be abandoned), from Hornsey to or near to Enfield (Wood Green Station to Road numbered 54 on deposited plans), be not completed within the time limited by the 27th section of "The Great Northern Railway (Hornsey to Hertford) Act, 1865," (or such other time, not being later than the 31st December 1870, as the Board of Trade might by any warrant granted by them under the "Railways (Extension of Time) Act, 1868," prescribe for that purpose,) the penalty prescribed by the 28th section of the said Act (above referred to) will forthwith be enforced by the Crown. To this further condition the Company also agreed.

Having therefore taken into consideration all the circumstances above referred to, the Board of Trade deemed it just and expedient to authorise the abandonment of the portion of "Railway No. 1" (between the Road numbered 54 on the deposited plans, and Hertingfordbury), "Railway No. 2," and "Railway No. 4," in the terms of the warrant accompanying this Report, and dated the 12th day of March 1869.

Signed by Order of the Board of Trade,

G. Shaw Lefevre,
Secretary of the Board of Trade.

Whitehall, London,
12th March 1869.

RAILWAYS ABANDONMENT.

GREAT NORTHERN (HORNSEY TO
HERTFORD) RAILWAY.

Portion of Railway between ENFIELD and HERTINGFORD-
BURY, and two short Branches, at HERTINGFORDBURY
and WELWYN Junction.

WARRANT of the Board of Trade authorising the
ABANDONMENT of the portion of the HORNSEY to
HERTFORD Railway, between ENFIELD and HERTING-
FORDBURY, and two short Branches at HERTINGFORDBURY
and WELWYN Junction, in pursuance of "The Aban-
donment of Railways Act, 1850," and "The Railway
Companies Act, 1867"; and Report thereon.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
18 March 1869.*

RAILWAYS ABANDONMENT.

THE NORTH KENT RAILWAY EXTENSION RAILWAY AND PIER.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the North Kent Railway Extension Railway and Pier, together with the subjoined Report, explanatory of the reasons for their decision in this case.

W A R R A N T.

WHEREAS, by "The North Kent Railway Extension Railway Act, 1865" (6 July 1865), "The North Kent Railway Extension Railway Company" were incorporated for the purpose of making and maintaining the works therein described as:

"A Railway, with all proper works, approaches, and stations, commencing by a junction with the North Kent Railway, in the parish of Denton, and terminating near the coast-guard station at Cockle Shell Hard."

"A Pier in the River Medway, opposite or nearly opposite to the said coast-guard station, with all necessary wharves, cranes, stages, warehouses, works, and conveniences connected with the said Pier:"

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," Octavius Ommanney, one of the persons named in the special Act incorporating the said Company as a member or director thereof, did, on the 6th day of July last, make application in writing to the Board of Trade, setting forth that the said Octavius Ommanney was desirous that the hereinbefore described Railway and Pier should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Octavius Ommanney to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway and Pier, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railway and Pier has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway and Pier, by the said North Kent Railway Extension Railway Act, 1865, so

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authorised to be made as aforesaid (being the whole Railway and Undertaking of the said North Kent Railway Extension Railway Company) shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition following, that is to say, that if upon winding up their affairs the said Company are otherwise unable to pay and satisfy all their debts and liabilities, then the money secured by the bond conditioned for the completion of the said Railway and Pier, or for payment of money in default thereof, or, as the case may be, so much of the money so secured as may be required for the purpose of providing along with the assets (if any) of the said Company, a sum sufficient to pay and satisfy the debts and liabilities of the said Company, shall be applied as part of the assets of the said Company; but so that in case, under this condition, the whole of the money secured by the said bond shall not be required for the purpose aforesaid, then under this condition payment shall not by means of the said bond be enforced of any sum greater than the amount required for the purpose aforesaid.

Signed by Order of the Board of Trade, this 16th day of April 1869,

G. Shaw Lefevre,
Secretary of the Board of Trade.

REPORT.

THE Undertaking of the North Kent Railway Extension Railway Company, as authorised by their Act of Incorporation, 28 & 29 Vict. c. 375, consists of a Railway (about 15½ miles in length), commencing by a junction with the North Kent Railway, at Denton (near Gravesend), and terminating at Cockle Shell Hard, in the Isle of Grain, on the banks of the Medway (opposite Sheerness), with a Pier there.

For the purposes of their Undertaking the Company were empowered to raise 120,000 *l.* by 12,000 shares of 10 *l.* each; and to borrow on mortgage any sums not exceeding 40,000 *l.*

In this case, less than three-fifths of the share capital having been subscribed, the application for authority to abandon the Railway, &c., was made under the 32nd section of "The Railway Companies Act, 1867," by one of the persons named in the special Act incorporating the Company as a director thereof; the grounds upon which the abandonment was sought being—

"That one hundred shares only of the share capital of the said Company have been subscribed for; that no lands have been taken or purchased, or agreed to be taken or purchased, and that no portion of the Railway or other Works authorised by the said Act has been contracted for or begun."

"That under existing circumstances it is impossible to obtain funds to construct the Railway and other Works authorised by the said Act; that it would be impossible to complete the said Railway and other Works within the time fixed by the said Act for their completion, and that it would be useless to apply for an extension of the time for the completion of the said Railway and other Works."

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Colonel Hutchinson, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Colonel Hutchinson's Report, it appears that 100 shares were issued

to the first four directors of the Company, 25 to each, but no money was paid for them, and only 50 *l.* cash was ever received by the Company in payment for shares in some subsequent transfer arrangement.

A sum of 7,600 *l.* was borrowed for the Parliamentary deposit, but this was subsequently released, and replaced by a bond to the Treasury in twice the amount.

Some attempt was made to start the Undertaking prior to May 1866, but without success, since which time it has been hopeless to attempt it.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the North Kent Railway Extension Railway and Pier, in the terms of the Warrant accompanying this Report, and dated the 16th day of April 1869.

Signed by Order of the Board of Trade,

G. Shaw Lefevre,
Secretary of the Board of Trade.

Whitehall, London,
16th April 1869.

RAILWAYS ABANDONMENT.

NORTH KENT RAILWAY EXTENSION RAILWAY AND PIER.

WARRANT of the Board of Trade authorising the ABANDONMENT of the NORTH KENT RAILWAY EXTENSION RAILWAY and PIER, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," and Report thereon.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
20 April 1869.*

RAILWAYS ABANDONMENT.

CRIEFF AND COMRIE RAILWAY.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies (Scotland) Act, 1867," for the abandonment of the Crieff and Comrie Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

WHEREAS, by "The Crieff and Comrie Railway Act, 1865" (5 July 1865), "The Crieff and Comrie Railway Company" were incorporated for the purpose of making and maintaining the Railway therein described (namely):

"First, a Railway (therein referred to as Railway No. 1), commencing by a Junction with the Crieff Junction Railway, at a point thereon in the Parish of Crieff and County of Perth, 325 yards, or thereabouts, to the south-eastward of the passenger booking office at the Crieff Station of the Crieff Junction Railway Company, and terminating at or near the east end of the village of Comrie, at a point in the united parishes of Monzievaird and Strowan, and County of Perth, in a field belonging to David Robertson Williamson, of Lawers, said point being 30 yards, or thereabouts, to the south-east of the east end of the south parapet wall of the bridge, carrying the turnpike road over the River Lednock, at the east end of the village of Comrie."

"And second, a Railway (therein referred to as Railway No. 2), commencing by a junction with a Railway No. 1, at a point thereon, in the Parish of Crieff and County of Perth, in a field occupied by John Wilson, Isabella Wilson, and Christian Wilson, all residing in Crieff, or one or more of them, said point being 65 yards, or thereabouts, northwards of the northernmost part of the goods shed at the Crieff Station of the Crieff Junction Railway Company, and terminating by a junction with a line of the authorised Crieff and Methven Junction Railway at a point in the Parish of Crieff and County of Perth, in a field belonging to Alexander Monteath, of Broich, and presently occupied by Duncan Forbes, Flesher, Crieff, the said point being 325 yards, or thereabouts, south-eastward of the passenger booking-office at the Crieff Station of the Crieff Junction Railway Company:"

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies (Scotland) Act, 1867," the said Crieff and Comrie Railway Company did, on the 28th day of November 1868, make application in writing to the Board of Trade, setting forth that the said Crieff and Comrie Railway Company were desirous that the hereinbefore-described Railway should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Crieff and Comrie Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such

application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railway has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies (Scotland) Act, 1867," do, by this warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore-described Railway by the said Crieff and Comrie Railway Act, 1865, so authorised to be made as aforesaid (being the whole Railway and Undertaking of the said Crieff and Comrie Railway Company), shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition following, that is to say, that if upon winding up their affairs the said Company are otherwise unable to pay and satisfy all their debts and liabilities, then the money deposited as security for the completion of the said Railway, or the stocks, funds, or securities in which the same is invested, or the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, or, as the case may be, so much of the money so deposited or secured as may be required for the purpose of providing, along with the assets (if any) of the said Company, a sum sufficient to pay and satisfy the debts and liabilities of the said Company, shall be applied as part of the assets of the said Company; but so that in case, under this condition, the whole of the money so deposited or secured shall not be required for the purpose aforesaid, then under this condition payment shall not be made or enforced of any sum greater than the amount required for the purpose aforesaid.

Signed by Order of the Board of Trade, this 27th day of April 1869.

G. Shaw Lefevre,
Secretary of the Board of Trade.

REPORT.

THE Undertaking of the Crieff and Comrie Railway Company, as authorised by their Act of Incorporation, 28 & 29 Vict. c. 294 (5 July 1865), consists of a Railway from Crieff to Comrie (about six miles in length), and a Railway connecting the same with the authorised Crieff and Methven Junction Railway.

For the purposes of the Act the Company were empowered to raise 40,000 *l.* by 4,000 shares of 10 *l.* each, and to borrow on mortgage any sums not exceeding in the whole 13,300 *l.*

In this case the application for authority to abandon the Railway was made by the Company, with the consent of the holders of three-fifths of the shares or stock of the Company, such consent having been duly given in the manner prescribed in "The Abandonment of Railways Act, 1850," section 1.

The following extracts from the Company's application set forth the grounds upon which the abandonment was sought:—

"The number of shares of the said Company subscribed for and taken by shareholders is 2,936, representing 29,360 *l.* of the share-capital of the Company."

"There is no prospect whatever that the remaining 1,064 shares, representing 10,640 *l.* of the share-capital of the Company, will be taken up."

The

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Colonel Yolland, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Colonel Yolland's Report, it appeared that the Company succeeded in obtaining a subscription for 29,360 *l.*, and have had a deposit paid up of 1 *l.* 10 *s.* per share on 2,738 shares. The Scottish Central Railway Company, now merged into the Caledonian Railway Company, having subscribed for 2,000 shares.

A deposit of 3,200 *l.* was made by the Central Bank of Scotland, Perth, in the name of the Queen's Remembrancer, and still remains.

The Parliamentary and other expenses, amounting to 642 *l.* 17 *s.* 9 *d.* have already been paid, and the estimated liabilities of the Company are 1,887 *l.* 3 *s.* 11 *d.*

No notices upon landholders have been served, and no contract for the construction of the line has been entered into, and there is no opposition to the proposed abandonment.

Having therefore taken into consideration all the circumstances above referred to, the Board of Trade deemed it just and expedient to authorise the abandonment of the Crieff and Comrie Railway, in the terms of the warrant accompanying this Report, and dated the 27th day of April 1869.

Signed by Order of the Board of Trade.

Whitehall, London,
27 April 1869.

G. Shaw Lefevre,
Secretary of the Board of Trade.

RAILWAYS ABANDONMENT.

CRIEFF AND COMRIE RAILWAY.

WARRANT of the BOARD OF TRADE authorising the ABANDONMENT of the CRIEFF and COMRIE RAILWAY, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies (Scotland) Act, 1867"; and REPORT thereon.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
30 April 1869.*

RAILWAYS ABANDONMENT.

STOURBRIDGE RAILWAY (BRANCH RAILWAYS TO STOURBRIDGE).

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Stourbridge Railway Company's Branch Railways to Stourbridge, together with the subjoined Report, explanatory of the reasons for their decision in this case.

W A R R A N T.

WHEREAS, by "The Stourbridge Railway Act, 1865" (5 July 1865), the Stourbridge Railway Company were authorised to make and maintain "The Branch Railway to Stourbridge," therein described as—

"A Branch Railway, commencing in the township or hamlet of the Lye, in the parish of Oldswinford, in the county of Worcester, by a junction with the main line of the original Railway, and terminating in the township of Stourbridge, in the said parish, at or near the street called Foster-street."

And whereas, by "The Stourbridge Railway (Further Powers) Act, 1866," the Stourbridge Railway Company were authorised to make and maintain the Railway therein described as "A Railway or Branch (in the deposited plans, sections, and books of reference referred to as Railway No. 5) four furlongs and five chains in length, commencing and running from and out of the line of the Branch Railway to Stourbridge, as authorised to be made by the Act of 1865, in the said township of Stourbridge, by a junction there with the said line of the said authorised Branch Railway, at or near a point on the centre line of the said authorised Branch Railway, 150 yards from the authorised termination of the said line of the said authorised Branch Railway, and terminating in the said township of Stourbridge and county of Worcester by a junction there with the main line of the Great Western Railway, at or near a point opposite the Booking Office door of the Stourbridge Passenger Station of the Great Western Railway Company, and being a deviation of the Branch Railway to Stourbridge authorised by the Act, 1865," and to abandon so much of "The Branch Railway to Stourbridge" (authorised by the Act of 1865) as lies between the commencement thereof, in the township or hamlet of the Lye, in the parish of Oldswinford aforesaid, and the point where the Railway hereby authorised is intended to commence.

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Stourbridge Railway Company did, on the 4th day of March last, make application in writing to the Board of Trade, setting forth that the said Stourbridge Railway Company were desirous that the Railways hereinbefore described should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Stourbridge Railway Company to give notice, by advertisement, in a
2—(8). form

form approved of by the Board of Trade, of such application having been made : And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railways, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London : And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection has been maintained which, in the opinion of the Board of Trade, would justify them in withholding their consent to the proposed abandonment : Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the Railways hereinbefore described by the said "Stourbridge Railway Act, 1865," and "The Stourbridge Railway (Further Powers) Act, 1866," so authorised to be made as aforesaid, shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that the further sums by the "Stourbridge Railway Act, 1865," authorised to be raised by the creation of new shares, and the additional sums of money by the same Act authorised to be borrowed, shall be, and the same are, respectively hereby reduced to the extent and in manner following, that is to say—

1. The further sums by the said "Stourbridge Railway Act, 1865," authorised to be raised by the creation of new shares, shall not exceed in the whole 80,000 *l*.

2. The additional money to be borrowed shall not exceed 26,600 *l*.

3. All the provisions in the "Stourbridge Railway Act, 1865," contained, with respect to the new shares of the Company authorised by that Act, and the additional money by that Act authorised to be borrowed, shall apply to such new shares and to such additional money to be borrowed, as the same are respectively reduced and limited as aforesaid, in the same manner as if the amounts thereof as so reduced and limited had been specified in the "Stourbridge Railway Act, 1865," instead of the original amounts therein specified.

Signed by Order of the Board of Trade, this 23rd day of July 1869,

G. Shaw Lefevre,
Secretary of the Board of Trade.

REPORT.

THE Stourbridge Railway Company were authorised by their Act of 1865, 28 & 29 Vict. c. 226, to make and maintain a "Branch Railway to Stourbridge," (about three-fourths of a mile in length), commencing by a junction with the main line of the original Railway, and terminating at Foster-street, Stourbridge.

For the purposes of the Branch Railway, and in further augmentation of the original capital, the Company were empowered to raise, by means of new shares, the sum of 27,000 *l*., and to borrow on mortgage any further sums not exceeding in the whole 9,000 *l*.

By their (Further Powers) Act of 1866, 29 & 30 Vict. c. 221, the Company were authorised to construct a Deviation Railway or Branch (about four furlongs five chains in length) from and out of the "Branch Railway to Stourbridge" (authorised by the Act of 1865), and to abandon a portion of the said Branch Railway to Stourbridge.

For

For the purposes of the original Railway and the Branch Railway to Stourbridge, authorised by the Act of 1865, and of the Railway authorised by the Further Powers Act, 1866, and in augmentation of the original capital, the Company were by the last-mentioned Act empowered to raise, by means of new shares (not being less than 10*l.* each), the sum of 13,000*l.*, and to borrow on mortgage, for the purposes of the original Railway and the Branch Railway to Stourbridge (authorised by the Act of 1865), the further sum of 3,300*l.*, and for the purposes of the Railway authorised by the Further Powers Act, 1866, the sum of 1,000*l.*

In this case the application for authority to abandon the Branch Railway and the Deviation Railway in question was made by the Company with the consent of the holders of three-fifths of the shares or stock of the Company, such consent having been duly given in the manner prescribed in the Abandonment of Railways Act, 1850, sec. 1, *et seq.*

The following extracts from the Company's application set forth the ground upon which the abandonment was sought:

"1. That the Great Western Railway Company have obtained powers for, and are liable to construct, another Branch Railway to Stourbridge, commencing by a junction with their Railway at or near the point fixed for the termination of your memorialists' Branch Railways, and terminating in the High-street, in Stourbridge, within half-a-mile of the point fixed for the commencement of your memorialists' Branch Railways.

"2. That the public convenience does not require, and no public advantage will be gained by, the construction of two Branch Railways from the Great Western Railway into Stourbridge.

"3. That the public will be as fully accommodated by the construction of the Branch Railway into the High-street, Stourbridge, authorised by "The Great Western Railway Act, 1868," as they would have been by the construction of your memorialists' Branch Railways.

"4. That the Branch Railway to Stourbridge, authorised by "The Great Western Railway Act, 1868," can be more economically constructed, and with much less damage and injury to private property than your memorialists' Branch Railways."

"5. That no lands have been purchased or contracted for, or any works executed in relation to this your memorialists' Branch Railways."

"6. That no portion of the capital authorised for the purposes of your memorialists' Branch Railways has been raised."

The Company further urged that the Great Western Railway Company had determined to construct the Branch Railway into Stourbridge, authorised by their Act of 1868, and had requested the Company to apply for authority to abandon the said Branch Railways.

The application was duly advertised, and three objections to the proposed abandonment were laid before the Board of Trade.

In one of these cases, compensation was claimed by three private persons for the loss they had sustained and would sustain by reason of the abandonment.

The other two objections (from the Stourbridge Improvement Commissioners and inhabitants of Stourbridge) urged that the town of Stourbridge was ill served with Railway accommodation, and that the construction of a Branch Railway, with a terminus in High-street, would not be so convenient to the inhabitants generally as the Railway proposed to be abandoned, with a terminus in Foster-street.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Colonel Hutchinson, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Colonel Hutchinson's Report, it appears that the financial condition of the Company is satisfactory, and no difficulty is apprehended in raising

the necessary funds for the construction of the Branch Line sought to be abandoned.

The present Stourbridge Passenger Station is on the main line from Worcester to Wolverhampton, and is the Junction Station of the Stourbridge Company's Line from Stourbridge to Birmingham, the latter line being worked and managed, and the former owned, by the Great Western Railway Company. The present station is inconveniently situated as regards the bulk of the population of Stourbridge and the surrounding district, and the Stourbridge Railway Company obtained powers to construct their Branch Railway, terminating in Foster-street, in a more central position as regards the population residing on the south of the Stour, that is the population of the actual township.

In 1868 the Great Western Railway Company obtained an Act for constructing a Branch Railway from near the present passenger station and terminating in the High-street, Stourbridge (where it is intended to construct a new passenger station). A branch line terminating in a goods station already exists, and it is more or less an improvement of this existing branch that is contemplated by the Great Western Railway Act of 1868.

It is stated, and not contradicted, that it was fully explained to both Parliamentary Committees in 1868, that although both the Stourbridge and Great Western Railway Companies were seeking powers, the former for extending the time for the completion of the Foster-street Branch, and the latter for the construction of the High-street Branch, it was not contemplated to execute both branches, but in case the passing of the Great Western Bill (which contained numerous other provisions) was delayed or hindered, that the powers for making the Foster-street Branch might still be kept alive.

Colonel Hutchinson further reported, after having visited the locality and conferred with the principal inhabitants, that although, unquestionably, the Foster-street Station would be most convenient for the wants of the inhabitants of the *township* of Stourbridge, yet, taking into account the *whole district*, its interests will best be served by having the station in High-street; that it is hardly to be expected or desired that two branch lines should be constructed, and that the one sought to be abandoned is the least generally useful and the more expensive of the two.

Having taken into consideration the provisions of the Company's Acts of 1865 and 1866, authorising additional capital, and the power given to the Company to consolidate their capital, the Board of Trade were of opinion that their Warrant should provide for the reduction of the Company's capital, and their power to borrow on mortgage, by the sums authorised by the Company's Act of 1865 for the purposes of the Branch Railways to be abandoned.

Having, therefore, taken into consideration all the circumstances above referred to, the Board of Trade deemed it just and expedient to authorise the abandonment of the Stourbridge Railway Company's Branch Railways to Stourbridge, in the terms of the Warrant accompanying this Report, and dated the 23rd day of July 1869.

Signed by Order of the Board of Trade,

G. Shaw Lefevre,
Secretary of the Board of Trade.

Whitehall, London,
23 July 1869.



RAILWAYS ABANDONMENT.

STOURBRIDGE RAILWAY (BRANCH
RAILWAYS TO STOURBRIDGE).

WARRANT of the Board of Trade authorising
the ABANDONMENT of the STOURBRIDGE RAIL-
WAY COMPANY'S BRANCH RAILWAYS TO STOUR-
BRIDGE, in pursuance of "The Abandonment
of Railways Act, 1850," and "The Railway
Companies Act, 1867," and Reform thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
26 July 1869.

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Under 1 oz.

RAILWAY ACCIDENTS.

RETURN of the Number and Nature of the ACCIDENTS and INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the RAILWAYS open for Traffic in *England* and *Wales, Scotland,* and *Ireland* respectively, during the Year ended the 31st day of December 1868.

Board of Trade, }
1st July 1869. }

G. SHAW LEFEVRE.

(PRESENTED TO PARLIAMENT BY HER MAJESTY'S COMMAND.)

Ordered, by The House of Commons, to be Printed,
2 July 1869.

RETURN of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the RAILWAYS open for Traffic in *England and Wales, Scotland, and Ireland*, respectively, from the 1st of January to the 31st of December 1868.

ENGLAND AND WALES.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1868: 2 Mar. -	Birkenhead Joint -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter crushed to death between buffers of waggons whilst incautiously crossing at the Bebington Station.
27 June -	- ditto -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Porter at Bebington Station struck by hook of tail-rope and killed, in consequence of the rope breaking.
27 July -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Painter in company's service run over and killed whilst incautiously painting on bridge near Norton Station.
31 Aug. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser (boy, aged 14) run over and killed at Rock Ferry.
4 Sept. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed in the goods yard, Birkenhead.
21 Oct. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer killed by falling from a ballast train in motion near Mollington Station.
28 Feb. -	Blyth and Tyne -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed whilst crossing the line at Blyth.
24 June -	- ditto -	-	-	18	-	-	-	2	-	-	-	-	-	-	-	Collision in a siding near Newsham Junction between a passenger train and a coal train in consequence of facing points being set wrong. Eighteen passengers and the two drivers slightly injured.
20 July -	- ditto -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Newsham Junction between a passenger train and a coal train. One passenger injured.
27 Aug. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Hartley Station.
5 June -	Brecon and Merthyr Tydfil Junction.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Engine-driver of luggage train incautiously leaning over the side of his engine, killed, by his head coming in contact with a telegraph insulator fixed under arch of a bridge situated between Dowlais Top and Fochriw.
8 June -	- ditto -	-	-	-	-	-	2	1	-	-	-	-	-	-	-	Collision between a goods train and two ballast trucks at the Talybont Station. Engine-driver killed; fireman and guard injured.
5 Aug. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed between Glasbury and Hay Stations.
14 Aug. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Hay Station run over and killed whilst incautiously shunting trucks.
10 June -	Bristol and Exeter -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Packer run over by a van and severely injured, on the 10th June, whilst incautiously working on the line near the ticket platform, Bristol. Died on 28th June.
16 June -	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Packer in the service of the company run over by a train whilst incautiously sitting on the line near Yeovil Station. One arm cut off, and right thigh broken.
3 July -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed whilst incautiously uncoupling trucks in goods yard, Bristol.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1868:																
14 Oct. -	Bristol and Exeter— <i>continued.</i>	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a farm crossing near Yatton Station.
15 Oct. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed whilst incautiously crossing the rails at the Taunton Station.
16 Oct. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Watchman in company's service at Ashurst-road crossing knocked down and killed by a train through his own want of caution.
18 Dec. -	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a private level crossing near Lydeard.
28 Dec. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of company in telegraph department, run over and killed whilst incautiously working on the line between Wellington and Tiverton Junction.
1 Feb. -	Cambrian	-	-	-	-	2	-	-	-	-	-	-	-	-	-	Embankment at the end of a bridge over the Severn, near Caerws Station, gave way in consequence of a heavy flood. Engine and part of a mixed mail and goods train fell into the river. Driver and fireman drowned.
2 Mar. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard slipped and was run over and killed whilst shunting his train at Welshpool.
12 Dec. -	- ditto -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Axle of a trader's salt van in a mixed passenger and goods train broke off when the train was near Abergwidel Bridge, causing 17 waggons to leave the rails. One passenger slightly injured.
24 Oct. -	Cheshire Joint Lines - (owned by "Manchester, Sheffield, and Lincolnshire," and "Great Northern" and Midland" Railway Companies.)	1	4	-	-	3	-	1	-	-	-	-	-	-	-	Collision at Northenden Junction between a Cheshire Joint Lines passenger train and a goods train belonging to the London and North Western Railway Company. One passenger killed and four injured. Driver, guard, and fireman of passenger train injured. Guard of the goods train also injured.
1 Nov. -	Cornwall -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Leading pair of wheels of a third-class carriage of a passenger train got off the rails between Doublebois and Bodmin-road Stations. No person injured.
6 June -	Great Eastern -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Axle of a truck in a goods train broke when near Broxbourne Junction. Several of the trucks got off the rails, and coming in contact with a signal-box, killed the signalman.
1 Sept. -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Axle-box of a break-van in a passenger train broke when the train was near Brentwood Station, throwing the van off the rails. No person injured.
27 Nov. -	- ditto -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a passenger train engine trailing-wheel broke when between the Brentwood and Romford Stations, throwing a third-class carriage off the rails. Three passengers shaken.
8 April -	Great Northern	-	15	-	-	3	-	-	-	-	-	-	-	-	-	Collision at the Sandy Station between a passenger train and a coal train. 15 passengers and three servants of the company slightly injured.
24 April -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Market train got off the rails between Tattershall and Kirkstead. No person injured.
8 Aug. -	- ditto -	-	-	-	-	-	-	-	-	-	-	2	-	-	-	Trespassers.—Two lads run over and killed when crossing the line at Drighlington at an unauthorised place.
2 Sept. -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Luggage on the roof of a carriage in the down night Scotch express train caught fire when near Huntingdon. No person injured.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1868 : 25 Oct. -	Great Northern— continued.	-	8	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Doncaster Station between two passenger trains. Eight passengers slightly injured.
16 Oct. -	Great Western	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train from Devizes to Reading ran into a goods shed at Burbage, owing to the points being wrong, and came into collision with some trucks. No person injured.
5 Nov. -	- ditto -	-	3	5	-	-	1	-	-	-	-	-	-	-	-	Collision on South Wales section by an up-mail train overtaking and running into a special cattle train near Newnham Station. Three cattle drovers and guard in the latter train killed. Five drovers injured; about 40 of the cattle were killed.
23 Nov. -	- ditto -	-	-	2	-	-	-	-	-	-	-	-	-	-	-	Collision at Hatton Station between a passenger train and a goods train. Two passengers slightly injured.
8 July -	Hoylake -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in jumping from a train in motion at the Docks Station, Birkenhead.
31 Jan. -	Lancashire and York- shire.	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Boiler of the engine of a passenger train exploded at the Halsbam Moor Station. Driver seriously injured. No passengers injured.
5 Feb. -	- ditto -	-	-	10	-	-	1	-	-	-	-	-	-	-	-	Collision near Ossett Station between a passenger train and a coal train by meeting on the same line of rails; the other being blocked by the engine of a coal train having got off the rails. Ten passengers and the guard of the passenger train injured.
19 June -	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Collision at North Dean Station between a special passenger train and a goods train. One passenger slightly hurt.
20 June -	- ditto -	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Collision at Burscough Bridge between an excursion train and an ordinary passenger train. Guard shaken.
30 June -	- ditto -	-	-	2	-	1	3	-	-	-	-	-	-	-	-	Collision at Mirfield Station between a passenger train and a single engine. Engine-driver of the passenger train killed. Fireman and two guards in the same train injured. Two passengers also injured.
30 Oct. -	- ditto -	-	-	9	-	-	1	-	-	-	-	-	-	-	-	Collision between a passenger train and a runaway goods engine at Miles Platting Station. Nine passengers and the man in charge of the goods engine injured. The accident occurred in consequence of the fire cleaner, who had charge of the goods engine, falling down on the foot plate in a fit.
31 Oct. -	- ditto -	-	-	8	-	-	1	-	-	-	-	-	-	-	-	Collision near Oldfield Road Station, Salford, between a Lancashire and Yorkshire passenger train and a goods train belonging to the London and North Western Railway Company. Eight passengers slightly injured. Guard of the passenger train also injured.
10 Feb. -	Llanelly Railway and Dock.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at Rhos Colliery siding.
30 Nov. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser crushed to death between wag-gons at Nantgaredig Station.
1 Dec. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Dock labourer at Llanelly run over and killed through his own want of caution.
31 Jan. -	Llynvi and Ogmore -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed on the Porth-cawl Branch, near Jenkin's Brick siding.
21 July -	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	A little girl struck by a train and killed at an occupation level crossing at Cefn Station.
7 Dec. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Child, three years old, run over and killed whilst playing on the line near Hendreforyan.

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1868; 4 Jan.	London and North Western.	-	-	2	-	-	-	-	-	-	-	-	-	-	-	A man and child, intended passengers, crossing the railway from one platform to the other at Nuneaton Station were struck by a train. The child was killed on the spot, and the man died shortly afterwards.
11 Jan.	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at King's Langley between a passenger train and a loaded waggon which had become fixed in the switch of the crossing while being moved from the down line of rails to the up-line. No person injured.
25 March	ditto	-	-	8	-	-	1	-	-	-	-	-	-	-	-	Collision at the Joint Station of the London and North Western and the Great Western Railways at Chester between a passenger train of the former and a goods train of the latter through points being wrong. Eight passengers and the guard of the passenger train slightly injured.
27 June	ditto	-	-	6	-	-	-	-	-	-	-	-	-	-	-	Mail train entering the Liverpool Station at too high a rate of speed. Six passengers slightly shaken and bruised.
13 July	ditto	-	-	6	-	-	-	-	-	-	-	-	-	-	-	Collision near Grayrigg Station, on Lancaster and Carlisle Section, between a passenger train and a portion of a goods train. Six passengers injured.
1 Aug.	ditto	-	-	10	-	-	-	-	-	-	-	-	-	-	-	Passenger train entering the Lime-street Station, Liverpool, at too great speed, came into collision with some empty carriages; about 10 passengers slightly injured.
21 Aug.	ditto	-	-	31	-	-	2	-	-	-	-	-	-	-	-	Collision between the down Irish mail train and some runaway waggons laden with petroleum at the foot of an incline between Abergele and Llandulus Station. The oil casks being burst by the collision with the engine, the oil ignited, and three passenger carriages were immediately enveloped in flames. Thirty-one passengers, a guard, and a fireman were burnt to death.
14 Sept.	ditto	-	-	2	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran at too great speed into Edgehill Station and came into collision with two tunnel breaks. Two passengers slightly injured.
14 Sept.	ditto	-	-	6	-	-	-	-	-	-	-	-	-	-	-	Passenger train running into the Windermere Station at too high a rate of speed, came into violent collision with the station buffers. About six passengers slightly injured.
16 Sept.	ditto	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Collision at Holywell Station, on the Chester and Holyhead line, between a passenger train and a goods train. One passenger slightly injured.
16 Sept.	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Mail train came into collision with a piece of timber left by signal contractor between the rails near Tamworth. No person injured.
18 Sept.	ditto	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Up-mail train ran into goods yard at Chester in consequence of points being left open, and came into collision with some waggons. One passenger very slightly injured.
1 Oct.	ditto	-	-	2	7	-	-	1	-	-	-	-	-	-	-	Passenger train from Rugby to Leamington got off the rails at Draycott in consequence of the failure of the treenail fastening of chair to the sleepers. Two passengers killed, and seven others and the guard injured.

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1868: 4 Oct.	London and North Western—continued.	-	6	-	-	-	2	-	-	-	-	-	-	-	-	Engine and tender of a passenger train got off rails at the Coventry Junction. Six passengers injured, engine driver and guard also slightly injured.
19 Oct.	- ditto - - -	-	7	-	-	-	-	-	-	-	-	-	-	-	-	Collision in the Diggle Tunnel between a passenger train and a goods train. Seven passengers slightly injured.
2 Dec.	- ditto - - -	-	9	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Hillhouse Station between a passenger train and an engine and break belonging to the Lancashire and Yorkshire Railway Company. Nine passengers slightly injured.
15 Dec.	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in incautiously attempting to get into a train in motion at Nuneaton.
18 Dec.	- ditto - - -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Collision between an excursion train and a coal train at Euxton Junction. Three passengers slightly shaken.
29 Dec.	- ditto - - -	-	8	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train at Hyde Road. Eight passengers slightly injured.
29 Dec.	- ditto - - -	-	8	-	-	-	2	-	-	-	-	-	-	-	-	Collision between a passenger train and a coal train which had got off the rails at Springs Branch. Eight passengers and the driver and guard of the passenger train injured.
30 Dec.	- ditto - - -	-	45	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train belonging to the North Staffordshire Railway Company, and two engines belonging to the London and North Western Railway Company in the Stockport Station of the latter company. Forty-five passengers complained of having been hurt.
6 Jan.	London and South Western.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Pointsman at Waterloo Station run over from his own want of caution. Leg cut off.
8 Jan.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter at Barnes Station killed, supposed to have been run over by a goods train between Mortlake and Richmond.
11 Jan.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Wife of servant of the company run over by a train while improperly crossing the line at the Waterloo Station. Died a few days afterwards.
16 Jan.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Pointsman fell under goods train at Farnborough Station, and was killed.
18 Jan.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser run over and killed between Hounslow and Isleworth.
3 Feb.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Engine cleaner at Woking Station run over whilst incautiously crossing the line. Both legs much injured.
2 Mar.	- ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train at Southampton. Four passengers injured.
14 Mar.	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Passenger killed from getting out of a train in motion between Wimbledon and Surbiton.
25 Mar.	- ditto - - -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Crewkerne Station, on the Yeovil and Exeter Branch, between an empty engine and a passenger train. Three passengers slightly injured.
8 April	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser knocked down by a train between Windsor and Datchet, and severely injured.
8 April	- ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	A child run over at an occupation level crossing between Twickenham and Teddington Stations. One leg cut off.

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1868 : 13 April -	London and South Western-continued.	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger run over whilst imprudently crossing the line at Basingstoke Station, by passing under waggons of a goods train. Thigh broken, and otherwise injured.
11 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard run over and killed whilst incautiously uncoupling van from a train in motion at the Windsor Station.
29 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer incautiously at work at Weybridge Station, struck by a train and killed.
2 June -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Boy run over and killed at a foot level crossing near Twickenham.
5 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Templecombe Station run over and killed whilst incautiously shunting trucks.
7 June -	- ditto - - -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train came into violent collision with fixed buffers at Windsor Station. Three passengers slightly injured.
13 June -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	A little girl three years old run over and killed at a public carriage-road level crossing near Brockenhurst Station.
19 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	A man (not supposed to be a passenger) fell from the edge of the platform at Portland Station under a train and was killed.
4 Aug. -	- ditto - - -	-	6	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran into the Weymouth Station at too high a speed and came into violent collision with the stop buffers. Six passengers slightly injured.
21 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a level foot-crossing near Twickenham.
16 Oct. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger (female) fell under the wheels and was run over and killed in attempting to get into a train in motion at Richmond Station.
7 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Guildford Station crushed to death between buffers of waggons through his own want of caution.
16 Nov. -	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger injured in getting out of a train in motion at Wimbledon Station.
21 Nov. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter run over whilst incautiously crossing at the Waterloo Station. Feet and ankles crushed.
21 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed between Fleetpond and Farnborough Stations.
26 Nov. -	- ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Platelayer killed by a ballast waggon getting off the railway at Yeovil.
9 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gateman at Plough Lane near Clapham Junction Station run over and killed through his own want of caution.
23 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* Suicide (trespasser) by a man who threw himself in front of an approaching train near Weymouth Station.
25 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed between Guildford and Woking.
30 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* Trespasser (suicide) run over and killed near Wandsworth Station.
1 Jan. -	London, Brighton, and South Coast.	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at Janson's occupation level crossing on Balham line.
19 Feb. -	- ditto - - -	-	3	-	-	-	4	-	-	-	-	-	-	-	-	Passenger train got off the railway when passing round a curve at Poupart's Junction, Battersea. Three passengers and engine man, fireman, and two guards injured.

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1868: 3 April -	London, Brighton, and South Coast— <i>continued.</i>	-	5	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran into the London Bridge Station at too high a rate of speed, and came into violent collision with the stop buffers. Five passengers injured.
14 May -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* Trespasser (suicide) run over and killed.
27 May -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger attempting to get into a train in motion at Waddow Station, fell between the train and the platform, and was killed.
3 June -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* Trespasser (suicide). A man laid himself down in front of an approaching train near Bognor, and was run over and killed.
4 Aug. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Engine of a passenger train left the rails when passing over some points at the Victoria Station. No person injured.
18 Aug. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman sanding rails, fell off his engine when passing through Bo-peep Tunnel, and was killed.
19 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platlayer incautiously working on the line near Bricklayers' Arms Junction, was run over and killed.
23 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Contractor's labourer run over and killed near Dulwich whilst incautiously walking on the line.
30 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser near Spa Road Station knocked down by a train. Arm broken.
3 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Foreman in engineers' department run over and killed in attempting to get upon an engine in motion at Sutton Station.
8 Oct. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in attempting to enter a train proceeding from London Bridge to Croydon whilst it was in motion.
10 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed on the Greenwich Viaduct.
6 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* Contractor's foreman, in a state of insanity, placed himself in front of an engine, and was run over and killed near Hockbridge Station.
13 Dec. -	- ditto - - -	-	-	-	-	2	-	-	-	-	-	-	-	-	-	Explosion of naphtha which was being conveyed by a goods train in an iron truck belonging to the London and North Western Railway Company. Two guards injured so severely that death ensued. Accident occurred at the Three Bridges Station.
6 Jan. -	London, Chatham, and Dover.	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Two carriages of a passenger train thrown off the rails in Penge Tunnel, in consequence of a rail breaking. One passenger slightly bruised.
16 June -	- ditto - - -	-	1	-	-	-	2	-	-	-	-	-	-	-	-	Engine of a passenger train entering the Victoria Station mounted at the points and fell upon its side. One passenger shaken. Guard and fireman very slightly hurt.
1 Aug. -	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train got off the rails at Charlotte-street Junction near Blackfriars Bridge, owing to the state of the points. One passenger complained of being injured.
8 Aug. -	- ditto - - -	-	5	-	-	-	-	-	-	-	-	-	-	-	-	Collision on Blackfriars Bridge (owing to mistake in signalling) between a passenger train and some empty carriages. Five passengers injured.
27 Nov. -	London, Tilbury, and Southend.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train run over a bullock which had got on to the line near Purfleet. Engine and break-van thrown off the rails. No person injured.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes be- yond their own Control.		Passengers Killed or Injured from their own Mis- conduct or want of Caution.		Servants of Companies or of Con- tractors Killed or Injured from Causes be- yond their own Control.		Servants of Companies or of Con- tractors Killed or Injured from their own Mis- conduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trcs- passers.		Mis- cellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1868 : 16 Oct.	Manchester, Sheffield, and Lincolnshire.	-	10	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Deepcar between a passenger train from Sheffield and some runaway coal waggons which had broken loose from a train at Penistone. Ten passengers received cuts and bruises.
2 Nov.	- ditto - - -	-	12	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Ashton Station on the Manchester, Sheffield, and Lincolnshire Railway between a passenger train and a goods train, both belonging to the London and North Western Railway Company. Twelve passengers injured.
20 Jan.	Manchester, South Junction and Altrin- cham.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Foreman porter crushed to death between train and the wall of the cattle landing at Altrincham Station, from his own want of caution.
4 Jan.	Maryport and Car- lisle.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Dalston Station.
26 April	Metropolitan - -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Collision between two passenger trains at the Swiss Cottage Station of the Metropolitan and St. John's Wood Railway, owing to one of the trains being allowed to run into the wrong line. Three passengers slightly injured.
16 April	Midland - - -	-	65	-	-	-	2	-	-	-	-	-	-	-	-	Collision at the Wellington Station, Leeds, between a passenger train of the North Eastern Railway Company and a passenger train of the Midland Railway Company. Thirty passengers and guard and fireman in the North Eastern train injured, and between 30 and 40 passengers in the Midland train injured.
18 May	- ditto - - -	-	5	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a mineral train about midway between Market Harborough and Kibworth. Five passengers injured.
6 June	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Priory Junction, near Ardwick, between a train of empty passenger carriages of the Midland Railway Company and a train of empty passenger carriages belonging to the London and North Western Railway Company. No persons injured.
3 Aug.	- ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Part of a passenger train got off the rails near Hendon Station. The rear guard was killed. Passengers were not injured.
1 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Goods train came into collision with and killed two horses, which were supposed to have been turned on to the line by some malicious person, at a private crossing near Stanton Gate Station. Some waggons thrown off the rails.
31 Oct.	- ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Wigston Junction between an express passenger train and a coal train. Four passengers injured.
2 Nov.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of one of the leading wheels of the engine of an express train belonging to the North Eastern Railway Company broke when passing the Hunslet Station on the Midland Railway. No person injured.
19 Dec.	- ditto - - -	-	47	-	-	-	4	-	-	-	-	-	-	-	-	Collision at Mansfield Junction between a passenger train and a train of empty carriages. Forty-seven passengers and four servants of the company injured.
31 Dec.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision on the Sheffield and Rotherham Branch between an engine and a coal train. No person injured.
7 April	Monmouthshire	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Guard of a train in motion at Cwm Station imprudently passing over the roof to secure a package which had shifted, came in contact with an over bridge, and was severely injured.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1868 : 7 July -	Monmouthshire—con- tinued.	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a level crossing in Newport.
2 Sept. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
12 Nov. -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gatekeeper at Waterloo level crossing, near Newport, struck by a train and killed from his own want of caution.
14 Dec. -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Carpenter in contractor's service knocked down and severely injured by an engine whilst incautiously walking on the line near Blaenavon.
31 Dec. -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Stoker run over and killed at Crumlin whilst incautiously standing on the line.
24 April -	Neath and Brecon -	-	-	-	-	1	1	-	-	-	-	-	-	-	-	Mail train (no passengers in it) turned into the March Horwel Colliery by some malicious persons setting the points open. Engine-driver killed and fireman slightly injured.
21 April -	North Eastern -	-	24	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Hessle Station between a market passenger train and a goods train. Twenty-four passengers complained of injuries.
24 April -	ditto - - -	2	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Raskelfe Station between a coal train and a mixed goods and cattle train. The steward and a shepherd (passengers) of the owner of the cattle who were in charge of some cattle were killed.
28 Nov. -	ditto - - -	-	5	-	-	-	2	1	-	-	-	-	-	-	-	Collision at Mickley Sidings between a mineral train belonging to the North Eastern Railway Company and a passenger train belonging to the North British Railway Company. Five passengers and the driver, fireman, and guard of the passenger train slightly injured.
2 Dec. -	ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger incautiously getting out of a train which had stopped before quite reaching the station platform at Durham, in consequence of another train being in the station, fell and dislocated his shoulder.
19 Dec. -	ditto - - -	-	6	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train at the Arthington Station. Six passengers slightly injured.
29 July -	North London -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Engine shunting an empty train in Broadstreet Station got off rails at points, owing to pointsman closing his points before the train had passed through. No person injured.
9 Oct. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Engine shunting empty train at Dalston Junction got off rails in similar manner, from pointsman's fault. No person injured.
12 Oct. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Break van in an empty train got off rails at Maiden-lane from similar cause. No person injured.
16 Nov. -	ditto - - -	-	-	-	-	-	2	-	-	-	-	-	-	-	-	Axle of the engine of a passenger train on the Fenchurch-street Branch broke, causing the engine, the leading van, and one carriage to leave the rails. Driver and fireman slightly injured.
1 Feb. -	North Union -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed whilst incautiously crossing the line at the Preston Station. There is a footbridge at the station, but the company state that they find it difficult to induce passengers to make use of it.
3 Oct. -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman crushed to death between buffers whilst incautiously unhooking goods wagons in a siding at Prestou.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1868: 7 Dec.	North Union - <i>continued.</i>	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman run over and killed through his own want of caution.
20 Jan.	Preston and Longridge Joint.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Foreman of platelayers run over and killed in attempting to get into a train in motion at Fulwood Station.
21 Jan.	Preston and Wyre	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
15 July	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	*A man trespassing committed suicide by throwing himself in front of an approaching train near Walmsley Bridge.
18 July	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed in attempting to enter a train in motion at Blackpool Station.
29 Oct.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed whilst crossing the rails at Kirkham Station.
19 Sept.	Shrewsbury and Hereford Joint.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman run over and killed from his own want of caution whilst uncoupling waggons in motion at Craven Arms Station.
23 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser crushed to death between waggons in goods yard, Shrewsbury.
11 Oct.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platlayer run over and killed near Onibury Station from his own want of caution.
11 Jan.	Somerset and Dorset	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman run over and killed at Stalbridge Station.
1 May	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer employed by trader loading timber at Evercreech Station crushed to death by a truck through his own want of caution.
8 July	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer on the line run over and killed from his own want of caution near Edington Station.
15 April	South Devon	-	-	-	-	1	2	-	-	-	-	-	-	-	-	Collision at Torquay Station between a goods train and some empty carriages, in consequence of facing points being set wrong. Engine-driver of goods train killed and the fireman and guard injured.
7 Oct.	- ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Goods train got off rails near Ivybridge, at a place where the platelayers were re-laying rails. Goods guard slightly hurt.
1 Jan.	South Eastern	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* Suicide (trespasser). A man placed himself before an approaching train near Aylesford Station and was killed.
11 Jan.	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger severely injured in attempting to enter a train in motion in the Cannon-street Station.
18 Jan.	- ditto - - -	-	6	-	-	-	-	-	-	-	-	-	-	-	-	Engine and two carriages of a passenger train thrown off the rails between Reigate and Redhill Stations, in consequence of a landslip. Six passengers slightly injured.
21 Jan.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Chartham.
21 Jan.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Female passenger fell between carriages and platform at the Blackfriars Bridge Station, in attempting to get into a train in motion, and was so severely injured that she died a few days after the accident.
7 Mar.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	1	-	-	Two trespassers knocked down by a train near Ashford Station, one was killed and the other seriously injured.
28 Mar.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Blackfriars Station incautiously closing a door of a carriage whilst the train was in motion was knocked down between the platform and train. Died shortly afterwards.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes be- yond their own Control.		Passengers Killed or Injured from their own Mis- conduct or want of Caution.		Servants of Companies or of Con- tractors Killed or Injured from Causes be- yond their own Control.		Servants of Companies or of Con- tractors Killed or Injured from their own Mis- conduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Mis- cellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1868: 6 April	South Eastern—cont ^d .	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at Mercers level crossing near the Bricklayers' Arms Station.
17 May	- ditto -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* Trespasser (suicide) placed himself in front of an approaching train near Charlton Station, and was run over and killed.
31 May	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter at Pluckley Station fell from the platform and had his leg crushed by wheels of a carriage.
2 June	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr struck by an engine and killed whilst incautiously working in the tunnel, near Charlton Station.
10 June	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Child run over and killed whilst trespassing (playing on the line) at a level crossing near Cuxton Station.
14 June	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	"Van boy" in the service of the company run over and killed in attempting to get upon a goods train in motion at Maidstone Station.
30 June	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger (a boy) fell out of a 3rd class carriage of a train in motion near Spa Road Station, and was killed. It is not known how he fell out as the door was found properly fastened when the train arrived at the Spa Road Station.
3 July	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Switchman at Reading Station severely injured whilst shunting.
26 July	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at Shornemead level crossing.
5 Aug.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr run over in the Sevenoaks Tunnel from his own want of caution.
31 Aug.	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at Preston Hall level crossing near the Aylesford Station.
5 Sept.	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Platelayr run over whilst incautiously working in the Pollhill Tunnel. Foot cut off.
10 Sept.	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at the level crossing at Waterinbury Station.
24 Sept.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at Erith.
26 Sept.	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A valve spindle of the engine of a passenger train broke and the train had to be shunted at Wellington College Station. On leaving the siding with a fresh engine, two carriages got off the rails in consequence of the catch points not being properly held. No person injured.
2 Nov.	- ditto -	-	-	15	-	-	-	-	-	-	-	-	-	-	-	Collision at Cannon-street West Junction between a passenger train and a train of empty carriages. Fifteen passengers injured.
31 Oct.	Vale of Towy - (Worked by Joint Committee of Lon- don and North West- ern and Llanelly Railway Companies.)	-	-	10	-	-	-	-	-	-	-	-	-	-	-	Tyre of leading wheel of engine of a passenger train broke when near Glanrhyd Station, throwing train off the rails. Ten passengers injured.
21 Feb.	West Cornwall	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Engine of mail train from Plymouth got off the rails at a curve near Hayle Station. No person injured.
12 Sept.	Wrexham, Mold, and Connah's Quay.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed in getting out of a train in motion at Cefn-y-bedd Station.
TOTAL for England and Wales - }		39	464	14	4	14	44	39	12	11	1	31	3	2	-	

SCOTLAND.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- pas sers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1868 : 1 Jan. -	Caledonian - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed between Newton and Uddingston Stations.
15 Jan. -	- ditto - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Carter not in the service of the Company run over, and killed in a carriage siding at Aberdeen whilst incautiously loading coal.
24 Jan. -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman at Whifflet Weighs killed, it is supposed from being blown off the top of his signal during a storm.
27 Jan. -	- ditto - -	-	14	-	-	-	-	-	-	-	-	-	-	-	-	Caledonian passenger train ran into Bridge Street Station, Glasgow, at too high speed, and came into violent collision with buffers; 14 passengers slightly cut and bruised.
30 Jan. -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Waggon inspector struck by a train and killed, whilst incautiously crossing the line at Gartsherrie.
4 Feb. -	- ditto - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger (a seaman) jumped from a train in motion near Beattock, and was killed.
18 Feb. -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman of mineral train run over and killed whilst incautiously shunting into a siding near Houston.
26 Feb. -	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Forfar Station.
19 Mar. -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman incautiously attempting to uncouple from a passenger train an assistant engine at the Milton Junction whilst the train was in motion, fell, and was run over and killed.
24 Mar. -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr run over and killed whilst incautiously standing on the line at Pollokshaws.
26 Mar. -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Surface-man in service of the Company run over and killed whilst incautiously standing on the line near Cove Station.
1 April -	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	A child run over and killed whilst trespassing on the Shawfield Branch.
15 April -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr crushed to death between buffers of waggons at Ladyburn Sidings through his own want of caution.
16 April -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman incautiously shunting waggons into a siding at Lesmahagow Depôt got entangled with a chain, and was so severely injured that death ensued.
16 April -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman to stationary engine at Hatton Incline run over and killed by some trucks, from his own want of caution.
30 April -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Surface-man run over and killed whilst incautiously uncoupling waggons in motion at Wamphray.
2 May -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman run over and killed in attempting to leave a train in motion at Lenwood Colliery, on Greenock Branch.
10 May -	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Wilsontown Junction.
27 May -	- ditto - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger (a sailor) got out of the carriage whilst the train was in motion, and clambering on to the roof came into contact with a bridge, near Ballater Station, and was killed.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1868 : 30 May -	Caledonian—continued	-	-	-	-	-	-	-	-	-	-	-	-	-	-	The engine tender and two 3rd class carriages of passenger train got off the rails at Balgannon Station on the Crieff and Methven line. No person injured.
30 May	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Bannockburn Station.
26 June	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Lad (trespasser) killed in attempting to get upon footboard of a carriage of a train in motion at Cambuslang Station.
30 June	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer struck by a train and killed whilst incautiously standing on the line at Castle-hill level crossing.
2 July	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed whilst incautiously standing on the line near Bridge-street, Glasgow.
15 July	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Waggon inspector run over by a train whilst incautiously standing on the line at Ladyburn sidings, near Greenock. Right leg cut off.
5 Aug.	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	-	1	Person seeing a friend off by a train at the Forfar Station leaped from the train after it was put in motion, and, falling under the wheels, had both legs cut off.
11 Aug.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman fell out of a van attached to a single engine near Stirling, and was killed.
13 Aug.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer in company's service run over and killed in goods yard at Greenock from his own want of caution.
7 Sept.	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Farm servant, in charge of milk to be despatched by train, run over and killed at Langbank Station, whilst incautiously crossing the line.
2 Oct.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at Carstairs Junction.
13 Oct.	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger jumped from a train as it was approaching the Larbert Station, and was run over and killed.
19 Oct.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman run over and killed whilst incautiously shunting waggons at Lesmahagow Station.
31 Oct.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of contractor killed in attempting to enter a train in motion at Dumfries Station.
31 Oct.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Port Glasgow Station.
13 Nov.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Waggon repairer run over and killed, from his own want of caution, at Calden Bridge.
16 Nov.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser (a lunatic) run over and killed near Uddingstone Station.
20 Nov.	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger, through his own want of caution, fell from the platform at Castle Douglas Station, and was run over and killed.
21 Nov.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman at St. Rollox Goods Yard run over and killed, through his own want of caution.
30 Nov.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer in service of an Iron Company crushed to death between buffers of waggons whilst incautiously standing in a siding at Holytown Station.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1868: 7 Dec. -	Caledonian— <i>continued</i>	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser struck by a train, and killed, near Garnkirk Station.
7 Dec. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Breaksman of goods train, attempting to pass from the parcels' van to the break-van whilst the train was in motion near Ayr Road Station, fell, and wheels passed over his leg, which had afterwards to be amputated.
8 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman run over and killed in attempting to get upon a coal train in motion at Glasgow.
28 Feb. -	Great North of Scotland.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Guard knocked down and seriously injured by an engine, whilst incautiously shunting his train at Maud Junction Station, on the Formartine and Buchan line.
28 Feb. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter crushed severely between waggons at Aberdeen Station whilst incautiously arranging a goods train.
6 Mar. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter run over and killed, whilst endeavouring to get on a train in motion at Huntly Station.
10 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at Dalreach.
27 Nov. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger leaving a train in motion at Wartle Station fell between the train and platform, and was killed.
12 April -	Highland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train left the rails near Elgin Station, through the breaking of a heel chair. No person injured.
6 May -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Waggon shunter at Forres Station run over, and killed, by his own want of caution.
19 June -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser struck by a train, and killed, whilst walking on the line near Broomhill Station.
31 Dec. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Engineman fell from his engine through his own want of caution, and was injured on the head.
27 Feb. -	North British	-	-	-	-	3	-	-	-	-	-	-	-	-	-	Collision between a coal train and a goods train at Arncliffe Siding. Second guard of the coal train and the driver and fireman of the goods train killed.
1 Mar. -	- ditto - - -	-	2	-	-	-	1	-	-	-	-	-	-	-	-	Four carriages in the last part of a passenger train got off the rails when passing the New Junction of the Edinburgh, Dunfermline, and Perth Line with the Leith and Granton Branch, near Trinity Station. Two passengers and guard slightly injured.
10 April -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A waggon in a goods train which was being shunted at the Waverley Bridge Station got off the rails, and coming into contact with a pillar supporting the roof of the shed, brought down a portion of the roof. No person injured.
30 April -	- ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	The centre bolt connecting the engine of a passenger train with the tender broke, when near Cardenden Station. A collision afterwards occurred between the engine and the train. Four passengers slightly injured.
20 Oct. -	- ditto - - -	-	7	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Ridding's Station between a passenger train and a coal train. Seven passengers injured.
6 Nov. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger crushed to death by a train at Saint Boswell's Station, owing, probably, to his own want of caution.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies, or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies, or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1868 :																
4 Dec. -	North British— <i>contd.</i>	-	-	1	-	-	-	-	-	-	-	-	-	-	-	A woman stepping out of a carriage at the Portobello Station, with a child in her arms, slipped, and the child falling between the platform and the train sustained injuries resulting in death.
14 Dec. -	- ditto - - -	-	4	-	-	-	1	-	-	-	-	-	-	-	-	Collision near Dalkeith Station, between a passenger train and a goods train. Four passengers and guard of passenger train injured.
TOTAL for SCOTLAND - - -		-	31	7	-	3	2	23	5	-	-	12	-	2	1	

IRELAND.

1868 :																
15 Feb. -	Belfast and County Down.	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Female passenger got out of the train at the Comber Junction Station before it arrived at the platform, and attempting to cross the railway was struck by an engine and severely injured.
15 Sept. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter incautiously attempting to get into a train in motion, at Belfast Station, fell between the train and the platform. Both arms so much injured as to require amputation.
11 July -	Belfast and Northern Counties.	-	14	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a following pilot engine. Fourteen passengers injured.
28 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Boy (trespasser) four years old, son of gate-keeper at Moylena, run over and killed whilst wandering on the line.
13 March-	Dublin and Belfast Junction.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed, at Artanagh.
20 March-	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Portadown.
18 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Dundalk Station, between a mixed passenger and goods train belonging to the Dublin and Belfast Junction Railway Company, and a goods train belonging to the Irish North Western Railway Company. No person injured.
11 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
9 Nov. -	Dublin and Neath	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at Hanways Farm Road level crossing.
11 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Batters-town Station.
17 Feb. -	Dublin, Wicklow, and Wexford.	-	7	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran into a siding near Bray Head, and came into collision with a ballast train, the breaksman of which had left the points open. Seven passengers slightly injured.
25 April -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	1	Constable on duty in service of Kingstown Harbour Commissioners, fell on to the line from his own want of caution, and had his leg crushed by a passing engine.
4 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Blackrock Station, incautiously running along the platform to hand a paper to the guard of a train in motion, fell between the train and the platform and was killed.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

17

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1868:																
12 June -	Dublin, Wicklow, and Wexford— <i>contd.</i>	1	3	-	-	-	-	-	-	-	-	-	-	-	-	Portion of cornice over the departure plat- form at Westland Row terminus fell upon some passengers who were waiting for a train, killing one and injuring three others.
31 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	1	Boy, son of an engine driver, struck by train near Westland Row Station, whilst taking breakfast to his father. Arm broken.
12 Aug. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Axle of a wheel of a break-van in a pasen- ger train broke when near Milltown Station. No person injured.
25 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Engine-van and one carriage of express mail train (not carrying passengers) thrown off the rails at Sydney Parade Station, from coming in contact with a cow which was being driven across the line at a level crossing. No person injured.
25 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over. near Sydney Parade Station. Both legs cut off.
23 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	2	-	-	-	-	-	Passenger train struck a furniture-van which was crossing at a level crossing of Serpentine Avenue, on Dublin and Kings- ton Line. Driver and another man on the furniture-van injured.
21 July -	Great Southern and Western.	-	-	-	-	2	1	-	-	-	-	-	-	-	-	Connecting-rod of the engine of a passenger train, on the Cork and Limerick Line, broke, part of it entering the boiler. Engine driver and fireman killed, and a permanent way overlooker, who was riding on the engine, seriously injured.
24 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Station master at Sallins run over, and killed, whilst incautiously crossing the line.
27 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision between American mail train and a lorry at Dundrum Station. No person injured.
6 April -	Ulster - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	A child, six years old, run over, and killed, at a private level crossing, between Mona- ghan and Glasslough.
1 July -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed at Lismore Station, in attempting to enter a train in motion.
10 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over, and killed, near Dromore Station, on the Banbridge, Lisburn, and Belfast Railway, worked by the Ulster Railway Company.
11 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Struck by a train, and killed, at Wardlows level crossing.
31 July -	Waterford and Limerick	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Boy (passenger) five years old, fell from a second class carriage, whilst the train was in motion, on the Limerick and Foynes Line, and was severely injured.
TOTAL FOR IRELAND - -		1	24	1	2	2	1	2	1	3	2	6	1	-	2	

GRAND TOTAL.

	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		TOTAL Killed and Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
TOTAL—																
ENGLAND AND WALES	39	464	14	4	14	44	39	12	11	1	31	3	2	—	150	528
SCOTLAND - - -	—	31	7	—	3	2	23	5	—	—	12	—	2	1	47	39
IRELAND - - -	1	24	1	2	2	1	2	1	3	2	6	1	—	2	15	33
GRAND TOTAL - -	40	519	22	6	19	47	64	18	14	3	49	4	4	3	212	600

The following SUMMARY exhibits the Number of Persons Killed and Injured from all Causes on all the Railways open for Traffic in *England and Wales*, *Scotland*, and *Ireland* respectively, as reported to this Department, during the Year ended 31st December 1868, together with the Total Number Killed or Injured in the previous Year.

DESCRIPTION of PERSONS.	England and Wales.		Scotland.		Ireland.		TOTAL on all Railways during the Year ended 31st Dec. 1868.		TOTAL in 1867.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
* Passengers Killed or Injured from causes beyond their own control, viz. :—										
From accidents to trains - - - -	39	464	—	31	—	21	39	516	19	689
From other causes beyond their own control	—	—	—	—	1	3	1	3	—	—
TOTAL - - -	39	464	—	31	1	24	40	519	19	689
Passengers Killed or Injured owing to their own misconduct or want of caution - -	14	4	7	—	1	2	22	6	17	8
Total number of passengers Killed or Injured from all causes - - - -	53	468	7	31	2	26	62	525	36	697
† Servants of company or of contractors Killed or Injured from causes beyond their own control - - - -	14	44	3	2	2	1	19	47	15	62
† Servants of company or of contractors Killed or Injured, owing to their own misconduct or want of caution - - - -	39	12	23	5	2	1	64	18	90	28
Other persons crossing at level crossings -	11	1	—	—	3	2	14	3	10	2
Trespassers - - - -	23	3	12	—	6	1	41	4	51	5
Suicide - - - -	8	—	—	—	—	—	8	—	6	—
Miscellaneous - - - -	2	—	2	1	—	2	4	3	1	1
GRAND TOTAL - - -	150	528	47	39	15	33	212	600	209	795

* Of the 39 passengers who lost their lives by train accidents in 1868, 31 were burnt or otherwise killed by the accident at Abergele on the London and North Western Railway, on the 21st August.

† The Return of Accidents to "Servants of Companies or of Contractors" cannot be looked upon as complete, as many Railway Companies (not being required by law) do not report to the Board of Trade every accident which may have occurred to this class of persons.

FURTHER ANALYSIS of the ACCIDENTS during the Year ended 31st December 1868, which have been reported to the Board of Trade, showing the NUMBER of COLLISIONS and other ACCIDENTS to TRAINS in *England and Wales, Scotland, and Ireland* respectively, with the NUMBER of PERSONS KILLED or INJURED thereby.

ENGLAND AND WALES.

	Number of Acci- dents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.	
		Killed.	Injured	Killed.	Injured	Killed.	Injured.
Collisions between Passenger Trains - - - - -	6	3	125	1	7	4	132
Collisions between Passenger Trains and other Trains or Engines - - - - -	32	34	232	3	17	37	249
Accidents to Passenger Trains by collision or otherwise, from running into Sidings or off their proper Line through Points being set wrong - - - - -	6	-	30	1	3	1	33
Passenger Trains or Portions of Trains getting off the Rails - - - - -	16	2	25	3	11	5	36
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of order - - - - -	5	-	13	-	2	-	15
Axles or Wheels or other parts of Carriages of Passenger Trains breaking - - - - -	2	-	1	-	-	-	1
Couplings breaking - - - - -	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - - -	1	-	-	-	1	-	1
Trains running into Stations at too high a rate of speed - - - - -	7	-	38	-	-	-	38
Carriages catching Fire - - - - -	1	-	-	-	-	-	-
Passenger Trains coming into collision with Horses or Cattle - - - - -	1	-	-	-	-	-	-
Train coming in contact with Timber left on Rails - - - - -	1	-	-	-	-	-	-
TOTAL to Passenger Trains - - -	78	39	464	8	41	47	505
Collisions between Goods or Mineral Trains or single Engines - - - - -	2	-	-	1	2	1	2
Goods or Mineral Trains running into Sidings or off their proper Lines through Points being set wrong - - - - -	1	-	-	1	2	1	2
Goods or Mineral Trains getting off the Rails - - - - -	1	-	-	-	1	-	1
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - - -	1	-	-	1	-	1	-
Couplings breaking - - - - -	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - - -	-	-	-	-	-	-	-
Goods Train coming into collision with Horses - - - - -	1	-	-	-	-	-	-
Explosion of Naptha in a Goods Train - - - - -	1	-	-	2	-	2	-
TOTAL to Goods and Mineral Trains - - -	7	-	-	5	5	5	5
TOTAL to all Trains - - -	85	39	464	13	46	52	510

SCOTLAND.

Collisions between Passenger Trains - - - - -	-	-	-	-	-	-	-
Collisions between Passenger Trains and other Trains or Engines - - - - -	2	-	11	-	1	-	12
Accidents to Passenger Trains by collision or otherwise, from running into Sidings or off their proper Line through Points being set wrong - - - - -	-	-	-	-	-	-	-
Passenger Trains or portions of Trains getting off the Rails - - - - -	3	-	2	-	1	-	3
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of order - - - - -	-	-	-	-	-	-	-
Axles or Wheels or other parts of Carriages of Passenger Trains breaking - - - - -	-	-	-	-	-	-	-
Couplings breaking - - - - -	1	-	4	-	-	-	4
Bursting of the Boilers of Engines of Passenger Trains - - - - -	-	-	-	-	-	-	-
Trains running into Stations at too high a rate of speed - - - - -	1	-	14	-	-	-	14
Carriages catching Fire - - - - -	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - -	7	-	31	-	2	-	33
Collisions between Goods or Mineral Trains or single Engines - - - - -	1	-	-	3	-	3	-
Goods or Mineral Trains running into Sidings or off their proper Lines through Points being set wrong - - - - -	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	1	-	-	-	-	-	-
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - - -	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - - -	-	-	-	-	-	-	-
TOTAL to Goods and Mineral Trains - - -	2	-	-	3	-	3	-
TOTAL to all Trains - - -	9	-	31	3	2	3	33

Further Analysis of the Accidents during the Year ended 31st December 1868, &c.—continued.

IRELAND.

	Number of Acci- dents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.	
		Killed.	Injured.	Killed.	Injured.	Killed	Injured.
Collisions between Passenger Trains - - - - -	-	-	-	-	-	-	-
Collisions between Passenger Trains and other Trains or Engines - - - - -	3	-	14	-	-	-	14
Accidents to Passenger Trains by collisions or otherwise, from running into Sidings or off their proper Line through Points being set wrong - - - - -	1	-	7	-	-	-	7
Passenger Trains or portions of Trains getting off the Rails - - - - -	-	-	-	-	-	-	-
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of order - - - - -	1	-	-	2	1	2	1
Axles or Wheels or other parts of Carriages of Passenger Trains breaking - - - - -	1	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - - -	-	-	-	-	-	-	-
Trains running into Stations at too high a rate of speed - - - - -	-	-	-	-	-	-	-
Carriages catching fire - - - - -	-	-	-	-	-	-	-
Trains coming into collision with Cattle - - - - -	1	-	-	-	-	-	-
TOTAL to Passenger Trains - - - - -	7	-	21	2	1	2	22
Collisions between Goods or Mineral Trains or single Engines - - - - -	-	-	-	-	-	-	-
Goods or Mineral Trains running into Sidings or off their proper Line through Points being set wrong - - - - -	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	-	-	-	-	-	-	-
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - - -	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - - -	-	-	-	-	-	-	-
TOTAL to Goods and Mineral Trains - - - - -	-	-	-	-	-	-	-
TOTAL to all Trains - - - - -	7	-	21	2	1	2	22

GRAND TOTAL of COLLISIONS and other ACCIDENTS to TRAINS in the United Kingdom, and Number of Persons Killed and Injured thereby, during the Year ended 31st December 1868.

	Number of Acci- dents.	Number of Passengers.		Number of Servants of Companies.		TOTAL NUMBER of Passengers and Servants.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between Passenger Trains - - - - -	6	3	125	1	7	4	132
Collisions between Passenger Trains and other Trains or Engines - - - - -	37	34	257	3	18	37	275
Accidents to Passenger Trains by collision or otherwise, from running into Sidings or off their proper Line through Points being set wrong - - - - -	7	-	37	1	3	1	40
Passenger Trains or portions of Trains getting off the Rails - - - - -	19	2	27	3	12	5	39
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of order - - - - -	6	-	13	2	3	2	16
Axles or Wheels or other parts of Carriages of Passenger Trains breaking - - - - -	3	-	1	-	-	-	1
Couplings breaking - - - - -	1	-	4	-	-	-	4
Bursting of the Boilers of Engines of Passenger Trains - - - - -	1	-	-	-	1	-	1
Trains running into Stations at too high a rate of speed - - - - -	8	-	52	-	-	-	52
Carriages catching fire - - - - -	1	-	-	-	-	-	-
Passenger Trains coming into collision with Horses or Cattle - - - - -	2	-	-	-	-	-	-
Train coming in contact with Timber left on Rails - - - - -	1	-	-	-	-	-	-
TOTAL to Passenger Trains - - - - -	92	39	516	10	44	49	560
Collisions between Goods or Mineral Trains or single Engines - - - - -	3	-	-	4	2	4	2
Goods or Mineral Trains running into Sidings or off their proper Lines through Points being set wrong - - - - -	1	-	-	1	2	1	2
Goods or Mineral Trains getting off the Rails - - - - -	2	-	-	-	1	-	1
Axles or Wheels or Machinery of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - - -	1	-	-	1	-	1	-
Couplings breaking - - - - -	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - - -	-	-	-	-	-	-	-
Goods Train coming into collision with Horses - - - - -	1	-	-	-	-	-	-
Explosion of Naptha in a Goods Train - - - - -	1	-	-	2	-	2	-
TOTAL to Goods and Mineral Trains - - - - -	9	-	-	8	5	8	5
GRAND TOTAL to all Trains - - - - -	101	39	516	18	49	57	565



RAILWAY ACCIDENTS.

RETURN of the Number and Nature of the Accidents and Injuries to Life and Limb which have been reported to the Board of Trade as having occurred on all the Railways open for Traffic in *England and Wales, Scotland, and Ireland* respectively, during the Year ended the 31st day of December 1868.

(Presented to Parliament by Her Majesty's Command.)

*Ordered, by The House of Commons, to be Printed,
2 July 1869.*

82

REPORTS

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE BOARD OF TRADE,

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of June, July, August, September, October,
November, and December.

1868.

(PART FOURTH.)

Presented to both Houses of Parliament by Command of Her Majesty.
March 1869.



LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1869.

[Price 1s. 2d.]

4120

REPORT

RESPECTING OFFICERS OF THE U.S. ARMY

FOR THE YEAR 1861

ALBANY: A. S. BARNES

RECEIVED AT THE

LIBRARY OF THE U.S. ARMY, THROUGH THE LIBRARY OF THE U.S. SENATE

1862

(1862) 1861

Printed by the Government Printer, at the War Office, Washington, D.C.



1862

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BLYTH AND TYNE RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 7th August 1868.*

SIR, I AM directed by the Board of Trade to transmit to you, for the careful consideration of the Directors of the Blyth and Tyne Railway Company, the enclosed copy of a report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances attending a collision that occurred on the 24th June near Newsham Junction on the Blyth and Tyne Railway.

I have, &c.
R. G. W. HERBERT.

*The Secretary of the
Blyth and Tyne
Railway Company.*

*Board of Trade.
(Railway Department),
Whitehall, 31st July 1868.*

SIR, I HAVE the honour to report, for the information of the Board of Trade, the result of my inquiry, as ordered by your minute of the 6th instant, into the circumstances attending a collision between a passenger train and a coal train which occurred near Newsham Junction on the Blyth and Tyne Railway on the 24th June. Out of about 25 passengers who were in the passenger train 18 are returned as having been injured, and also the drivers of each train; it is stated that none of the injuries are believed to be of a serious character, consisting principally of cuts and bruises.

At Newsham Junction, a single line to Blyth (running north-east) leaves the main line from Newcastle to Morpeth (running north-west), which is double. About 50 yards north-west of the Junction is Newsham Station, and about 500 yards from the station on the line to Blyth the Isabella colliery siding branches off to the north, the points being facing points to a train from Newsham to Blyth. At those points there is a signalman constantly on duty, provided with home and distant signals for the main line and a siding signal for the colliery. The signals and points neither at this siding nor at Newsham Junction are interlocked. At 6 40 p.m. on the 24th ultimo, a passenger train consisting of an engine and tender, composite carriage, third-class carriage and van, left Newsham Station for Blyth. The down signals at the Isabella colliery siding were right for the driver to come on, the up signals being at danger. The train being a light one he had on approaching the siding points acquired a speed of from 20 to 25 miles an hour. When within a few yards of them the signalman came out of his hut, and instead of as usual putting his foot on the point lever to keep the points fixed for the main line (for which they were weighted), he threw the lever up, and opened the siding, just before the train reached the points. The driver on observing what the signalman had done at once made use of all the means in his power for stopping, and had run forward in the siding about 100 yards when his engine (of which he thinks he had reduced the speed to about 10 miles an hour) came into collision with the tender of a mineral train which was standing

in the siding, waiting to come out as soon as the passenger train had passed. This mineral train consisted of a tender, engine, and 48 full chaldron waggons. The driver alone was with the train on the engine, preparing to start, the fireman and guard being at the signalman's cabin, talking with the signalman. Immediately the driver of the mineral train observed the passenger train running into him, which he did not do until it was close upon him; he reversed his engine, and had just got her into backward motion, when the collision occurred.

The buffer beam of the passenger engine mounted that of the tender of the mineral train, and drove it back 3 or 4 yards. The leading and driving wheels of the former were thus lifted off the rails, the trailing wheels remaining on; the third-class carriage also left the road. The buffer beam and frame plate of the passenger engine were broken, and the carriages slightly damaged. In the coal train the tank of the tender was bulged, and the frame broken, and two waggons next the engine were destroyed. The drivers of both trains were a good deal knocked about, and 18 passengers more or less injured.

As to the cause of this accident there is no doubt but that it was due to the mistake of the signalman in throwing the point lever up instead of holding it down. He is a young man about 18 years old, and had been employed at this siding as signalman for about 11 months. His daily hours of duty (Sunday included) were from 5.30 a.m. to about 9.15 p.m., with a holiday once a month, or oftener if asked for.

His meals were brought to him in his cabin. From 15 to 20 trains a day passed his cabin on most week days; fewer on Sundays. He bore a good character, and there is no suspicion that he was under the influence of drink on the evening of the collision. It seems that he had been holding an exciting conversation with the fireman and guard of the mineral train (before coming out of his cabin to hold the points for the passenger train), about the Newcastle races, which had taken place that day, and that under the influence of the excitement so caused he made the unfortunate mistake which led to the collision.

There is little reason to doubt but that this accident would have been prevented had the points and signals at the colliery siding been interlocked, and I trust that the attention of the directors of the Blyth and Tyne Railway Company will be seriously directed to the necessity and advisability of introducing the locking apparatus at all their junctions. The expense of doing so throughout their system would probably not amount to half that attending the present accident.

It is very objectionable to keep a signalman on duty day after day for 15½ hours continuously. Though, as in the present instance, the work itself may not be severe, it is impossible but that a man's vigilance should occasionally fail under such very long hours of duty.

I have, &c.,
C. S. HUTCHINSON,
Lieut.-Colonel, R.E.

*The Secretary,
Board of Trade,
Railway Department.*

BLYTH AND TYNE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 15th August 1868.*

SIR,

I AM directed by the Board of Trade to transmit to you the enclosed copy of the Report by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances attending a collision that occurred on the 20th ultimo near Newsham Junction.

I am to express the hope of the Board of Trade that Colonel Hutchinson's observations will receive the careful consideration of the Directors of the Blyth and Tyne Railway Company.

I am, &c.

R. G. W. HERBERT.

*The Secretary of the
Blyth and Tyne
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 12th August 1868.*

SIR,

IN compliance with the instructions contained in your minute of the 25th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending a collision which occurred on the 20th ultimo near Newsham Junction on the Blyth and Tyne Railway between a passenger train and a coal train. One passenger is returned as having been slightly injured.

The scene of this accident is very close to that of the one which occurred on the 24th June and was reported on by me on the 31st July. To this report I would refer for a description of the line &c. near Newsham junction. About 450 yards on the south or Newcastle side of the junction, the Newsham Pit Colliery siding joins the up line to Newcastle with falling points, and a short distance north of these points a cross-over road connects the up and down lines with falling points, and again a short distance south of Newsham junction there is another cross-over road with facing points to give access from the down line to the Blyth branch. The colliery siding points and cross-over road are provided only with an up main and down distant signal; the junction and cross-over road connected with it have main and distant signals for both up and down lines; none of the points and signals are interlocked. There is a water tank on the down line between the two cross-over roads, and mineral trains often stop at this tank for water, and also grease their wheels here. When the down line is thus blocked it appears to be not an unusual practice for mineral trains from Newsham colliery to the Blyth branch to use the up line instead of the down line for the 450 yards between the colliery points and the junction. This is opposed to the spirit of rule 18, which evidently contemplates such a proceeding only in emergency, and provides, accordingly, special precautions to be adopted when the wrong line is used.

A pointsman is kept at the siding points. The one employed at the time of the accident was only 16 years old and had been seven months at the work, during which period he had committed no faults.

On the 20th July, at about 1 p.m., a mineral train, consisting of about 20 empty trucks, arrived at Newsham junction from Morpeth, and came to a stand on the up line with the engine near the Newsham Pit points, the train being properly protected by the junction up main and up distant signals. The engine

was then detached from the train, went into the Newsham pit siding, brought out about 32 chaldron waggons, pushed them against the trucks, and then took the whole into the siding. The engine then again came out on the up line with only the 32 chaldron waggons to take them to a pit on the Blyth branch, the intention of the driver being to push them along the up or wrong line for the 450 yards before alluded to as intervening between the Newsham pit points and the Blyth branch points. The pointsman, however, either from stupidity or carelessness, (without previously putting the down distant signal to danger,) opened the points of the cross-over road before the rear waggon reached them, and some five or six waggons had been pushed through before the driver became aware of what had been done. Immediately he perceived the mistake, he states that he shut off steam, reversed, and brought the train to a stand as quickly as possible, not, however, before about 15 waggons had been pushed on to the down road. Just at this moment an excursion train from Tynemouth came up, and ran into the waggons.

This train consisted of an engine, tender, 14 carriages and van (the five carriages next the tender being empty), under the charge of the locomotive foreman at Blyth, as conductor. It had left Tynemouth for Morpeth at 1h. 18m., and due notice of its running is stated to have been given to drivers and guards by notices posted in the usual way in the engine sheds. On approaching the Newsham pit siding, at a speed stated to be about 10 or 12 miles an hour, the waggons were seen entering the cross-over road. The different means for stopping the train are stated to have been at once applied, and the speed was so much reduced at the point of collision that it is probable the train would have been brought to a stand in 20 or 30 yards more. Nothing was thrown off the line in the passenger train, the principal damage to which consisted in some steps and handles being broken. In the mineral train one waggon was destroyed and two others damaged.

The immediate cause of this accident was the act of the pointsman at the Newsham pit siding in turning the mineral train on to the crossing without first putting his down signal to danger.

The driver and guard of the mineral train are much to blame for having left the colliery siding before the excursion train had passed. The driver acknowledges that he knew the time of the train, but intended to use the wrong line (as before explained), so as not to be delayed by it, or get in its way. It is highly improper that such a practice should be tolerated, except under special emergencies. I cannot think that the driver of the mineral train can have been keeping a proper look-out when backing his train before the collision, or he would have seen the advance of the excursion train, or the wrong position of his own waggons, in time to have prevented the accident.

The signals at the colliery siding are imperfect, there is no signal against the colliery, no down main signal and no up distant signal. These should be provided and interlocked both with the colliery and cross-over road points.

The practice of employing signalmen only 16 years of age appears objectionable.

I have, &c.

C. S. HUTCHINSON,

*The Secretary, Lieut.-Col. R.E.
Board of Trade,
Railway Department.*

CAMBRIAN RAILWAY.

*Board of Trade
(Railway Department),*

Whitehall, 3rd February 1869.

SIR, I AM directed by the Board of Trade to transmit to you, for the consideration of the directors of the Cambrian Railway Company, the enclosed copy of the Report made by Colonel Hutchinson, R.E., on the accident which occurred to a mixed passenger and goods train at Abergwidol Bridge on the 12th December last.

I am, &c.

*The Secretary of the
Cambrian
Railway Company.* R. G. W. HERBERT.

*1, Whitehall,
30th January 1869.*

SIR, I HAVE the honour to report, for the information of the Board of Trade, the result of my inquiry, ordered by your minute of the 22nd ultimo, into the circumstances attending an accident which occurred on the 12th ultimo to a mixed passenger and goods train at Abergwidol Bridge between Cemmes Road and Machynlleth stations of the Cambrian Railway, owing to the axle of a loaded salt van having broken.

There were only two passengers in the train, one of whom complained of being shaken.

Abergwidol Bridge, the scene of this accident, is a timber bridge of two spans of 15 feet each, over a tributary of the River Dovey, the roadway being about 10 feet above the level of the water; it is situated about $1\frac{3}{4}$ miles on the down side of Cemmes Road station, and $3\frac{3}{4}$ miles on the up side of Machynlleth station. From near Cemmes Road station the line descends at the rate of 1 in 90 to a point about 200 yards on the up side of the bridge, where the inclination changes to a still falling gradient of 1 in 628, which continues for some distance. The permanent way at this part of the line is in good order, the rails are fished at the joints, and the chairs spiked to the sleepers.

The train to which the accident happened was a mixed passenger and goods down train, due to leave Moat Lane junction for Machynlleth (23 miles) at 10.55 a.m. The salt van had travelled the same morning from Oswestry (34 miles from Moat Lane). After doing its work at the various roadside stations, the train finally left Cemmes Road station at 12.35 p.m. (15 minutes late), made up in the following order: engine and tender, 18 full and empty waggons (a loaded salt van belonging to the Cheshire Amalgamated Salt Company being the 9th from the front), guards van, a composite carriage and a third-class carriage. There was one passenger in each of the second-class compartments forming the ends of the composite.

As the train was approaching Abergwidol Bridge at a speed variously estimated at from 15 to 18 miles an hour (probably very much under estimated, as the gradient was in the driver's favour, and the average speed by the time table is 22 miles an hour), the guard, who was looking out of his window, saw the right wheel of a van in the middle of the train fly off, and the waggon drop on its right side; the driver also immediately perceived what had happened, and both he, his fireman, and the guard used the means at their disposal for stopping the train as quickly as possible. The wheel had left the van about 70 yards before reaching the bridge, and the engine came to a stand about 200 yards beyond it. The state of the train was then found to be as follows: the engine and 8 front waggons were all on the line; the salt van (the 9th), the trailing axle of which had broken, was off the road with its leading wheels, and attached by its couplings to the 10th waggon; the 10th, 11th, and 12th waggons were slightly off the road. The

train thus far had kept together. The connection between the 12th and 13th waggons had given way probably just before the latter reached the bridge, over the right side of which the 13th, 14th, and 15th waggons had all fallen into the water, the 14th having turned topsy turvy, and 15th on end; the couplings between the 15th and 16th waggons had given way or become unhooked; and the 16th, 17th, and 18th waggons had passed to the Machynlleth side of the bridge, slightly off the rails; the guards van and composite behind it were partly on the bridge, off the rails, with their right wheels through the planking forming the platform of the bridge; the last carriage was slightly off the road.

The guard who had remained in his van was not at all injured, and the two passengers were extricated without any difficulty.

The principal damage consisted in more or less injury to the salt van and waggons behind it. Several chairs were broken, and the platform of the bridge was considerably injured.

As before stated, the right trailing wheel of the salt van was found about 70 yards from the bridge. The axle was picked up about 10 yards nearer to it; and the left trailing wheel, which must have broken off from the axle almost at the same time as the right, was found entangled among the wreck of some of the waggons.

The axle which broke and caused the accident was $4\frac{1}{2}$ inches in diameter close to the wheel, and 4 inches in the centre. The parts which entered the naves of the wheels had been reduced to $4\frac{1}{8}$ inches in diameter. The fracture had taken place at each end, just where this diminution of thickness occurred, close to the inside of each wheel. In the surface of that fracture which had probably been the first to happen, there was a further reduction of thickness measuring $\frac{9}{16}$ of an inch at the position of the groove for the insertion of the wedge for securing the axle to the nave, and decreasing uniformly to nothing at the opposite side. The surface of this flaw was perfectly smooth, and had probably been caused by the gradual chemical action of saline matter received from the bottom of the waggon, and retained at the shoulder of the axle at its junction with the nave. The other fracture had no corresponding flaw. The quality of the iron of which the axle was composed appeared indifferent, the grain being coarse.

It appears that traders' waggons are submitted to no particular inspection by the Cambrian Company before being allowed to form part of a passenger train. The tyres are tapped, and a general survey made two or three times on a long journey (as is stated to have been done in the present instance), when, if anything wrong is noticed, the waggon is of course removed for repair. As, however, the Company does not appear to hold traders responsible for any damage that may ensue from accidents caused by defects in such traders' waggons, there is but little guarantee that these waggons shall be put upon the Company's line in a safe condition; and the risk to the public in travelling in mixed trains composed partly of such waggons becomes very great. It seems to me, therefore, well worth the consideration of the Directors, whether, looking to the risk incurred (in the present case there was nearly being a bad passenger accident), it would not be wise to discontinue the practice of running these mixed trains.

So long, however, as they are used, it certainly seems most desirable that the passenger carriages should be put next the engine, and not behind the waggons, so that in the event of a broken axle or other injury to waggons, there may be less chance of the passenger carriages being thrown off the road.

I have, &c.

*The Secretary,
Board of Trade,
Railway Department.*

C. S. HUTCHINSON,
Lieut.-Col., R.E.

CHESHIRE LINES RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 7th January 1869.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Cheshire Lines Committee [the Directors of the London and North-Western Railway Company], the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at the Northenden Junction on the 24th October last.

*The Secretary of the
Cheshire Lines Committee,
Manchester.*

*The Secretary of the
London and North-Western
Railway Company.*

R. G. W. HERBERT.

*Board of Trade,
(Railway Department),*

SIR,

Whitehall, 30th December 1868.

IN compliance with the instructions contained in your minute of the 6th ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending a collision which took place on the 24th of October at Northenden Junction on the Joint Cheshire Lines, between a Joint Cheshire Line passenger train, proceeding from Godley Junction to Liverpool, and a London and North-Western goods train, proceeding from Warrington to Stockport.

This accident has unhappily resulted in the death of one passenger, in shakes and bruises to four others, and in severe injury to the driver, fireman, and guard of the passenger train, and guard of the goods train.

At Northenden Junction the Joint Cheshire Lines are joined by a branch from Stockport via Cheadle, belonging to the London and North-Western Railway Company. The Junction cabin is situated about 300 yards on the up or Stockport side of Northenden Station, with which it has a gong communication; the junction is protected with the usual home and distant signals. The main line down distant signal is about 870 yards from the fouling point of the junction, towards which the line falls for some distance at an inclination of 1 in 2207. This signal is provided with a high and low arm, the latter being employed on account of an over-bridge, which at a certain point impedes the view of the high arm. It appears to have been customary to use only one lamp, viz., at the low arm. This lamp can be seen by an approaching engine for a distance of about 450 yards, and the main down home signal lamp for about 1270 yards from the fouling point of the junction.

A signalman named Spain had come on duty in the cabin at 4.30 p.m. on the 24th October. The evening was very stormy, and the main down distant signal lamp had been blown out at five, six, and nine o'clock, on each of which occasions it had been relit by Spain, whose place in the cabin had been taken for the time either by the station master or porter. At about 10.30 this same lamp was blown out again, and Spain, knowing that the porter had gone away from the station, took no measures to relight it, though of course he ought to have either called the station master (who lived at the station) by means of the gong, or, if that failed to attract his attention, to have run to his house, leaving meanwhile all his signals at danger.

At about 12 or 13 minutes past 11 Spain lowered the up distant and home signals for a London and North-Western goods train from Warrington to Stockport via Cheadle. The driver of this train, which consisted of an engine and tender, 41 loaded waggons, and a break van, stated that on approaching

Northenden Junction he found the distant signal lamp out; (this lamp had been seen alight by the signalman a short time previously), whereupon he shut off steam, but put it on again upon the home signal being lowered, and ran through the junction at a speed of 10 to 15 miles an hour. 40 or 50 yards before reaching the junction he saw (the night though wild being clear) a passenger train coming under a bridge on the main down line (about 1070 yards from the fouling point). He did not notice the passenger train again till its engine gave one long whistle, when he looked round, and seeing that a collision was inevitable, he shut off steam, and had his breaks applied. The 30th waggon from the engine was the first struck, the five next to it on the crossing being broken up. The guard in the van of the goods train was thrown against the break wheel, and hurt in the head and thigh.

The passenger train, which consisted of an engine and tender, break-van (as dummy), two 3rd-class carriages, three composites, and break-van with guard, coupled in the order stated, had left Godley Junction for Stockport and Liverpool at 10.55 p.m. It was due to leave at 10 p.m., but had had to wait nearly an hour for the Great Northern 5 p.m. express from London. The train had left Stockport, about four miles from Northenden, at 11.14 according to the guard's time, not having to stop again between Stockport and Warrington. The driver of the train, Sharp, had been 20 years an engine driver, and had for the last 4 years been employed on the Joint Cheshire Lines. He stated that on approaching the Northenden down distant signal, which he declared to be ordinarily visible for only about 50 yards before reaching it, (the actual distance, as before stated, being 450 yards), he found the lamp was out; that he then looked out for the home signal (actually visible 400 yards before reaching the distant signal post), and had got just past the distant signal post before he saw it showing a red light; that upon seeing this he shut off steam, reversed his engine, and put on contrary steam, giving at the same time, one long whistle. He stated that his speed before shutting off steam was about 35 miles an hour, and that he cannot tell how much it had been reduced at the moment of collision. The fireman's statement was much the same as the driver's. He declared that he applied his break immediately he saw his driver reversing; that he had not previously heard him whistle for the junction signals, but did hear him give one long whistle after reversing. The guard's statement was to the effect that on approaching Northenden he observed that the distant signal was out; that he then looked out for the main signal, and saw it showing red, after having passed the distant signal post about 50 yards; that he then commenced putting on his break, but did not get his wheels to skid before the collision took place; that he observed the steam on, and no visible diminution of the speed, which was about 35 miles an hour, up to the time of the collision. The engine of the passenger train, on striking the goods train, immediately left the rails, crossed the up line, rolled down an embankment, and turned over, the wheels remaining upwards; the tender followed it, and turned completely round. The couplings between the tender and front van got undone. This van was smashed to pieces, with the exception of the under frame, which remained tolerably perfect. The carriage next to it was off the rails, the end next the break van being smashed in. The rest of the carriages kept the road, and were not injured. The passenger who was killed was riding in the carriage next the front van.

The driver and fireman, who both stuck to the engine, and went down the bank with it, escaped with severe cuts and shakes, the latter being also scalded.

The guard in the rear van was thrown against his break wheel, and a good deal knocked about.

On examination of the engine and tender, which were very much injured, it was found that the reversing lever was in back gear, and the tender break hard on. The break of the guard's van was found off.

After careful consideration of the circumstances connected with this accident, it is my opinion that it was mainly caused by the driver of the passenger train neglecting to keep a proper look-out for the signals when approaching Northenden Junction. There is no rule in the regulations for the working of the Joint Cheshire Lines stating that a signal out is to be treated as a danger signal; but, notwithstanding the absence of this rule, there was ample time for the train to have been stopped in 1270 yards, the distance at which the main signal lamp could have been seen, had it been looked out for. The driver must also have been approaching the junction at a higher speed than was prudent. This speed could hardly have been less than from 45 to 50 miles an hour, judging from the statement of the London and North-Western driver, and (allowing for some error in the entry of

the time by Spain) from the time of the passenger train leaving Stockport and that of the collision.

The signalman Spain is much to blame for not having taken means to re-light the down distant signal lamp after it had been blown out at half-past ten. There appears to have been nothing peculiar in the construction of this lamp to account for its having been so frequently blown out on this particular evening.

The omission of a rule as to signals *out* being treated as danger signals is one that in my opinion should be rectified without delay. It exists in the rules issued to the Cheshire Lines drivers for their guidance when working on foreign lines.

It also appears to be a singular practice to provide a two armed signal post with only one lamp at the low arm, as if the day signals were more important than the night ones, the contrary being the case. This anomaly will, I trust, be now removed.

I have, &c.

*The Secretary,
Board of Trade,
Railway Department.*

C. S. HUTCHINSON,
Lieut.-Col. R.E.

CORNWALL RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 19th December 1868.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Cornwall Railway Company, the enclosed copy of the Report made by Colonel Yolland, the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred to a passenger train on the 1st ultimo, between the Doublebois and Bodmin Road stations on the Cornwall Railway.

I am, &c.

*The Secretary of the
Cornwall
Railway Company.*

R. G. W. HERBERT.

*Board of Trade
(Railway Department),
Whitehall, 15th December 1868.*

SIR,

I HAVE the honour to state, for the information of the Board of Trade, in obedience to your minute of the 25th ultimo, the result of my inquiry into the circumstances which attended an accident that occurred to a passenger train on the 1st November, between the Doublebois and Bodmin Road stations on the Cornwall Railway. It is stated that no persons were hurt.

It appears that on Sunday, the 1st November, the 3.15 p.m. down passenger train from Plymouth to Truro left Doublebois station at 4.20 p.m., its proper time. It consisted of an eight-wheeled tank engine, two meat boxes, one second, one first, and one third class carriages, with these vehicles arranged in the order in which they are here written, with two guards, one riding in the second-class carriage next the last meat box, and the other in the third-class carriage at the tail of the train.

The line descends from Doublebois to Bodmin Road station, distant $5\frac{1}{2}$ miles apart, on a steep incline, varying from 1 in 60 to 1 in 90 or thereabouts, and crossing in its course various deep ravines, which are passed by means of high timber viaducts. When this train had got about two miles from Doublebois station, the porter, who was acting as second guard of the train, and who rode in the last vehicle, heard "a little smash" on the right-hand side, as if they were going over a crossing; and there was also a grating noise, which made the guard think something was wrong, and he put on his break, and the carriage then began to jump. The

guard did not know what was the matter, as he could not be certain that it was off the rails, as it ran close to the metals.

After running a little distance the guard took off the break, and then put it on again, in order to check the speed of the train, and attract the attention of the driver; he also put his head out of the window, and called out as loud as he could. There were, it is said, upwards of 30 passengers in this carriage, and some of them also endeavoured to make the driver hear by calling out from the windows of the carriage. In this way they ran for more than $1\frac{1}{2}$ miles, passing over three timber viaducts respectively of 223, 123, and 110 yards in length, and of 51, 76, and 74 feet in height, and also over two under-bridges, and along a succession of S curves, as there is only about 10 chains that is absolutely straight in this distance; and after it had passed over the third viaduct, the driver fancied that there was a drag on the train, as he was not running so fast as he thought he should have been (30 miles an hour), and he asked the fireman if he had got his break on, and on being answered in the negative, he looked over the side of the engine, at which he was standing (the right-hand side); but as they were travelling on a curve trending to the left, he could not see the last carriage in the train. He then crossed to the other side of the engine, and on looking back he saw the last carriage, with some of the passengers holding up their hands, and others their hats, out of the windows, and then he sounded the break whistle, and brought the train to a stand as quickly as he could, in about a quarter of a mile; but he was not aware what was wrong with the train until it had stopped, and he had gone back to the last vehicle. He found that the four front wheels were off the rails to the right, while the two rear wheels remained on them, and the carriage was still coupled to the first-class carriage in front of it.

The rails on the Cornwall Railway are laid on longitudinal timbers, with transomes and strap bolts, at intervals of 11 or 12 feet apart; and on subsequent examination, distinct marks of a wheel being off the rails inside the left rail, and another outside the right rail, were found rather more than 80 yards east of the Drawwood viaduct, on a curve stated to be of 28 chains radius; and when I examined the line on the 10th instant, I was told that nothing had been done to the permanent way since the accident, with the exception of replacing about 58 transomes west of

the third viaduct, and 300 fish bolts which had been broken by the wheels running alongside instead of on the rails, and the taking out of two old rails (which were still lying on the ground alongside of the rails) and replacing them with two new rails.

I found that at the spot east of the Drawwood viaduct where this first distinct mark on a transome of a wheel being off the rails could be still seen, the line was about $\frac{3}{4}$ inch wide to gauge, and the super-elevation or cant of the outer rail of the curve was about 6 inches, and the line continued to be about $\frac{1}{2}$ inch wide to gauge for several rails length. At the seventh, it was correct to gauge; at the thirteenth, where the old rails had been taken out, it was $\frac{1}{8}$ inch tight to gauge, and there was a bulge in one of the rails projecting inwards about $\frac{1}{4}$ of an inch. At this spot the super-elevation of the outer rail had been reduced to about $3\frac{1}{2}$ inches. It was suggested by the Company's engineer (Mr. Margary) that the new rails did not exactly occupy the same position on the longitudinal timbers as the old rails, and that in consequence it was possible that the line might not have been tight to gauge at this spot when the accident occurred; and that gentleman was also of opinion that the probable cause of this carriage getting off the rails was due to the flanges of the leading wheels having become worn too square. These wheels had been turned up before my visit to the locality. I should also state that there were slight indications on one or two of the transomes between that which was distinctly marked, and the place where the old rails had been taken out; but these indications were not sufficiently definite to enable me to say positively that they were made by the wheels of a railway carriage. But there can be no doubt that the fact of finding the line tight to gauge with a bulge on the inside of the right rail, coupled with a considerable diminution in the cant of the outer rail at the same spot, is calculated to make it appear probable that, in connection with the squareness of the flange of the leading wheels, these mounted at this place, on the outside of the curve, and subsequently dropped off the rails.

The marks on the transomes, $6\frac{1}{2}$ inches from the inside of the left rail, and outside the right rail on the longitudinals, were continued for more than a mile;

and it was not until the third viaduct had been passed that any trace of a second wheel being off the rails could be seen inside the left rail just where the broken transomes had to be taken out; and I think it clear that, for nearly the whole of the distance, only the leading wheels were off the rails.

A very different termination to this accident would probably have ensued, if the rails had been laid on transverse sleepers, instead of on longitudinal timbers; and I should therefore hope that on such a line as the Cornwall Railway, with its large number of high viaducts, steep inclines, and S curves, motives of economy as regards the maintenance of the permanent way may not hereafter cause the transverse sleeper road to be substituted for the longitudinal timber road.

One of the passengers, who was riding in the last carriage, wrote to the Company to explain the state of alarm in which the passengers were placed, and of the illness caused to him by it, and from which he was only then recovering, and pointing out the necessity for providing the means of communication between the passengers and the driver.

This accident completely illustrates, what I have always maintained, that such means of communication should be provided for all trains, except those on the Metropolitan railways, where trains stop at all stations, and where the stations are not more than $\frac{1}{2}$ or $\frac{3}{4}$ mile distant from each other.

The clause in the Act, which comes into force next April, obliging Railway Companies to establish such means of communication for all passenger trains that run more than 20 miles without stopping, will by no means meet the dangers to which the passengers in this third-class carriage in this train on the Cornwall Railway were subjected on the 1st November.

I trust the directors of all Railway Companies may be induced to establish the means of communication between the passengers and the persons in charge of their trains, without reference to the distance which these trains may have to run without stopping.

I have, &c.

*The Assistant Secretary of the W. YOLLAND,
Board of Trade
(Railway Department),
Whitehall. Colonel.*

DUBLIN AND BELFAST JUNCTION RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 5th September 1868.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Dublin and Belfast Junction Railway Company, [the Irish North-Western Railway Company,] the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred on the 18th July last, at the Dundalk Station of the Dublin and Belfast Junction Railway, between a mixed passenger and goods train belonging to the Dublin and Belfast Junction Railway Company and a goods train belonging to the Irish North Western Railway Company.

I am, &c.

*The Secretary of the R. G. W. HERBERT.
Dublin and Belfast Junction
Railway Company.
The Secretary of the
Irish North Western
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 31st August 1868.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, that I have, in compliance with

the terms of your minute of the 7th instant, enquired into the circumstances attending the collision which occurred at Dundalk Station on the Dublin and Belfast Junction Railway on the 18th July between a mixed passenger and goods train belonging to that Company and a goods train belonging to the Irish North-Western Railway Company. There were only three passengers in the Dublin and Belfast Junction Company's train; and it is stated that none of these, nor any of the servants of the two companies in either train, were injured by the collision.

A short distance south of Dundalk Station, the the double line of the Dublin and Belfast Junction Railway, which here runs nearly due north and south, is crossed on the level at right angles, by a single goods line belonging to the Irish North-Western Railway leading to the water side from a ticket platform at which the trains from Enniskillen stop previously to running round a curve which connects this line with the Dublin and Belfast Junction line at a point a short distance north of the Dundalk down passenger platform. The distance from the points at the ticket platform to the level crossing is about 360 yards, the first portion for 249 yards, as far as an over-bridge, being nearly level, whence the line falls to the crossing at the rate of 1 in 120, and after this at 1 in 90.

From the south end of the up platform to the crossing the distance on the Dublin and Belfast Junction line is about 140 yards, an over-bridge

crossing the line about half-way between these two points. This line is here nearly level.

The level crossing is protected by a four-armed signal post situated in the north-east angle of the crossing, giving an up and down signal for each line, the signals moving independently of each other. As the over-bridge on the Irish North-Western line before referred to would impede the view of the down signal if placed on the proper or left side of the post, the curious proceeding has been adopted of placing it on the right side of the post, and similarly with the up signal.

The over-bridge on the Dublin and Belfast Junction line prevents the up crossing signal from being seen from a train standing at the platform.

There are buildings, &c. adjoining the lines at the crossing, which prevent drivers of trains approaching either from the station or ticket platform, seeing each other until quite close to the crossing.

A signalman belonging to the Junction Company is stationed in a hut close to the crossing signal. He has an order not to allow an Irish North-Western train to cross within 15 minutes of a Junction train being due.

On the morning of the 18th July the 5.45 a.m. up mixed passenger and goods train from Portadown to Drogheda reached Dundalk at 8.55, 25 minutes late, owing to a detention at Goragh Wood Station.

The train consisted of an engine and tender, 29 full and empty waggons (including two or three empty horse boxes), a third class carriage, and break van, coupled in the order stated. The train being late, and the up express being due at Dundalk at 9 a.m., the driver, according to custom when thus late, did not stop at the up platform to put out the passengers, but ran slowly (according to some of the evidence) past it, whistling for the crossing signal, and prepared (according to his own statement), if necessary, to stop after passing the over-bridge if he found the signal not lowered. On sighting the signal at the over-bridge he found it right for him to go on, and then put on more steam to carry his train over the crossing, as he had to back it through the points of a cross-over road just north of the crossing, so as to draw up at the down platform, there deposit his passengers, and afterwards do his shunting. As he approached the crossing he saw the signalman walk up the Irish North-Western line towards the ticket platform with a red flag, and as soon as his engine cleared the buildings before alluded to as impeding the view, he saw the tail of an Irish North-Western train coming down upon him. He whistled to attract the driver's attention, and put on more steam, hoping to be able to clear his train before a collision, but it took place when the 16th waggon from the front was on the crossing.

This Irish North-Western train was a portion of the 4 a.m. up mixed passenger and goods train from Enniskillen to Dundalk. At Castleblaney, the third station from Dundalk, a pilot engine, tender in front, was attached to the tail of the train to push it up some steep inclines. There were two drivers on this pilot engine; Woods, the regular driver, who had been on leave, and Evans, returning to Dundalk.

The Dundalk ticket platform was reached a few minutes late; the front engine then took part of the train round the curve into the station, leaving 18 loaded waggons with a van, about the fourth waggon from the front, to be pushed by the pilot engine down the goods line over the level crossing to the water side.

Before starting Woods left the engine to get his coat, which was in the van, and held open the points for the train to pass on to the goods line, rejoining his engine as she passed through them. Evans started the engine and opened the whistle

for the crossing signal. This, all the servants of the Irish North-Western Company declare, was lowered almost immediately, but was raised again as the engine came near the over-bridge, the signalman at the same time showing a red flag. On seeing this, Woods (who had taken command of the engine on rejoining her) shut off steam, reversed, and put steam against her, the tender breaks being meantime applied; the speed was thus reduced from six miles an hour, which it is stated to have been when the signal was altered to danger, to something much less on the collision occurring. In the Irish North-Western train the leading waggon had its buffer broken, and left the line. In the Junction Company's train three horse-boxes and two waggons were knocked off the road, and some couplings were broken.

The statement of the signalman was to the effect that both trains whistled for the crossing signal nearly at the same time, the Irish North-Western a little before the other; that he never lowered the signal for the Irish North-Western train, but that, as soon as he had done so for the Junction train, he took his red flag, and went to a spot where he could be seen by the Irish North-Western driver, who was then on the far side of the over-bridge. The signalman is an old man, and appears hardly fit for the important duty confided to him, particularly in the absence of mechanical means for guarding against mistakes. A few days after this collision he first lowered the signal for an Irish North-Western train to cross, and again raised it when the train was almost on the crossing, though in this instance it was stopped before actually reaching it.

On consideration of the whole of the evidence, I am inclined to think that the signalman did lower the signal for the Irish North-Western train to cross; that after doing so, he saw the Junction train approaching at a speed which made him think it could not stop at the crossing, and that he in consequence raised the signal against the Irish North-Western train, hoping by doing so, and by the use of his red flag, to stop it in time; that this would probably have been done, had the engine been in front of its train, and had a proper look-out been kept, of which there is reason to doubt. The speed of the Junction Company's train appears to have been much greater than was justifiable in approaching a dangerous crossing, where the signal is visible only for about 80 yards. This speed in passing the platform is variously estimated at from 18 to 3 miles an hour. A pointsman in the service of the Junction Company estimated it at 8 miles an hour as it passed him at the over-bridge, and this is probably near the truth. With the signals as at present arranged, a dead stop at the over-bridge ought to be insisted on.

I would strongly urge, however, on the directors of the Dublin and Belfast Junction Company, the necessity of altering the signal arrangements at this level crossing. In the first place, the post should be moved to the south-east angle of the crossing, so that the Irish North-Western signal arms may be placed on the proper sides of the post. 2nd. A low arm, visible under the over-bridge, should be added to work simultaneously with the up Junction line signal. 3rd. The signal levers should be so interlocked as to prevent conflicting signals being given. 4th. East and west of the crossing there should be safety points leading to blind sidings from the Irish North-Western line, these points being locked open to the blind sidings by the Irish North-western crossing signal when at danger.

I have, &c.,
C. S. HUTCHINSON,
Lt.-Col. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

DUBLIN, WICKLOW, AND WEXFORD RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 31st October 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, for the observations of the Directors of the Dublin, Wicklow, and Wexford Railway Company, the enclosed copy of the Report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to enquire into the circumstances connected with the accident which occurred to a mail train at Sydney Parade station on the 25th ultimo.

I am, &c.

C. CECIL TREVOR.

The Secretary of the
Dublin, Wicklow, and
Wexford Railway Company.

Board of Trade
(*Railway Department*),
Whitehall, 21st October 1868.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, the result of my inquiry, ordered by your minute of the 30th ultimo, into the circumstances attending an accident, on the 25th ultimo, to an express mail train which left the rails at Sydney Parade station on the Dublin and Kingstown line of the Dublin, Wicklow, and Wexford Railway from the engine having run into a cow which was being driven across the line. No one is reported to have been injured by this accident.

Sydney Parade is an ordinary roadside station on the Dublin and Kingstown line, provided with up and down main signals, but with no distant signals. Close to the up or Dublin end of the station a public road crosses the line on the level; the road is provided with double gates on each side of the line, but these gates are so constructed that they cannot be closed across the line, but open away from it into the road. It is stated that there is usually a regular man in charge of these gates, but that at the date of the accident he was sick, and that his duty was taken by the station master.

The line is level and straight immediately adjoining the station, but about 400 yards on the up side of the gates it curves to the right, and thus prevents the crossing being seen from the engine of a down train for a greater distance than about 430 yards.

The train to which the accident occurred was the down express mail leaving Dublin at 6.30 a.m. It consisted of a tank engine, running tank foremost, a post-office van, and second-class carriage. A mail guard was in the van, but there was no other passenger. The driver states that he was approaching Sydney Parade station at a speed of about 30 miles an hour, when, just after rounding the curve before alluded to, he saw two cows come through the gates on the up side of the line to cross to those on the down side. He immediately whistled, shut off steam, reversed his engine, and got her into backward motion (his stoker applying the engine breaks), and had reduced his speed to about 20 miles an hour when he struck the second of the two cows (the first having got across) which the boy who was driving them had endeavoured

to turn back. The right buffer of the engine struck the cow on her left side and knocked her down; the engine then, probably in passing over her, was lifted and left the rails, the front and driving wheels going to the right, and the hind wheels to the left, followed by the van and carriage, the couplings not giving way. The engine ran forward about 40 yards before stopping. Fifty feet of the down platform was more or less injured, three or four rails were displaced, and some of the transoms connecting the longitudinals were cut through, and had to be replaced.

The station master, who was the only servant of the Company on duty at the station at the time of the accident, acknowledges that after the 6.15 train from Dublin had passed the station, he had opened the gates to let a cart through, and had then left one gate on each side partly open. He had also lowered the down signal for the mail which was nearly due. He had then been called to the Ticket Office by a man wanting a parcel; and while there, a boy, finding the level-crossing gates open, drove the two cows, one of which was run into, across the line. The station master perceived them just as the train came in sight, and did what he could to get them out of the way; but, as was seen, with only partial success.

This accident then was clearly caused by carelessness on the part of the station master in leaving the level crossing gates open after having lowered the signal for a train to pass. The Company are also to blame for leaving a station with only one person in charge to attend to all the duties.

I also think that the driver could not have been keeping a good look out, or he could have pulled up, with so light a train, before reaching the crossing.

The level crossing gates should be altered so as to close across the railway as well as across the road, and the station should be provided with distant signals.

The transoms connecting the longitudinal rail-bearers at this part of the line are in a very decayed condition, and require immediate renewal.

I have, &c.

C. S. HUTCHINSON,

Lieut. Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

Dublin, Wicklow, and Wexford
Railway Company,
Secretary's Office,
48, Westland Row,
Dublin, 5th November 1868.

SIR,

I HAVE to acknowledge receipt of your letter of 31st ultimo, covering Colonel Hutchinson's report on the accident at Sydney Parade station on 25th September.

I am desired to say that the directors of this Company have imposed fines upon the station master at Sydney Parade station and the driver of the mail train to which the accident occurred.

I am, &c.

The Assistant Secretary,
Railway Department,
Board of Trade, &c.

E. W. MAUNSELL,
Secretary.

GREAT EASTERN RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 7th October 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Great Eastern Railway Company, the enclosed copy of the Report made by Captain Tyler, the officer appointed by the Board of Trade to enquire into the

circumstances connected with the accident which occurred on the 1st ultimo to a passenger train near the Brentwood station of the Great Eastern Railway.

I am, &c.

R. G. W. HERBERT.

The Secretary of the
Great Eastern
Railway Company.

*Board of Trade
(Railway Department),
Whitehall, 29th September 1868.*

SIR,

IN compliance with the instructions contained in your minute of the 12th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 1st instant near the Brentwood station of the Great Eastern Railway.

The 10.15 a.m. passenger train from Brentwood, started at 10.17, two minutes late, on that day for London, consisting of a tank engine, a dummy van, five carriages, and a break van. After travelling for a mile and a half, and while running down a gradient of 1 in 99 on the Brentwood bank at considerable speed, the driver "happened to turn round," and noticed that the van next behind his engine was off the rails. He at once whistled for the guard's break, and reversed his engine. The van "jumped about very much" in the first instance, and its leading buffers slipped off the engine buffers towards the down line, while the leading side chain got over the buffer on the near side. In this condition the van was steadied after the engine had been reversed, and the train was brought to a stand in about 700 yards without any of the carriages being dragged off the rails.

There was no guard in this van, which contained only four boxes weighing altogether about a hundred-weight. The guard, who was riding in the van at the tail of the train, perceived nothing amiss until he heard the engine driver's whistle. He then saw "dust, cinders, and ashes flying about." As soon as the train could be brought to a stand he ran forward to the engine. Finding that the van was off the rails with all its wheels, and believing that it was too near the down line to admit of the passage of down trains, he proceeded towards London, and stopped the 10 a.m. fast train, while the fireman went back to give warning at Brentwood.

It was then observed that the leading axle-box on the *near* side of the front van was gone altogether, and that all the other axle-boxes of the same van were fractured. But no other damage was done to the rolling stock, and, owing to the gradual way in which the train was stopped, none of the passengers were injured.

A foreman platelayer, who was working near the 16½ mile post, states that the train passed him at a speed of 40 or 50 miles an hour. But this is probably an exaggerated estimate, as the guard considered the speed to be about 30 miles an hour. The platelayer looked up afterwards on hearing the engine-driver's whistle, and saw the ballast flying as the train ran towards the 15th mile post. He walked to the train when it was brought to a stand, and observed marks on the ballast for about 600 yards, over which distance

the wheels of the van had evidently been off the rails. He picked up three pieces of one of the axle-boxes of the van on the Brentwood side of the marks on the ballast; one piece a hundred yards from those marks, and the other two pieces about 20 and 40 yards from the first piece. The axle-brass was picked up by a labourer not in the employment of the company, and the exact spot at which it was found is left in doubt. It had been fractured as the result of considerable violence. Many other portions of axle-boxes were found on the London side of the first marks in the ballast.

The permanent way on this part of the line was laid 10 years ago, and is of a light description, compared with the traffic which it has to carry and the speed of the trains passing over it. The rails are of a single-headed section, weighing 65 lbs. to the lineal yard, and fished at the joints by wrought-iron plates and screw bolts and nuts. The chairs are of cast-iron, weighing only 23 lbs. each. The sleepers are laid transversely, less than three feet apart on the average. I am glad to find that this portion of the line is to be immediately relaid, with heavier rails and chairs.

With regard to the cause of the accident, it would appear from the evidence that the fracture of the *near* leading axle-box of the van was prior to the van leaving the rails, inasmuch as portions of that axle-box were found lying on the line on the Brentwood side of the first marks on the ballast. It must therefore be inferred that the van left the rails as a result of the fracture of the axle-box. But it is not easy to understand how the axle-box could become fractured in the ordinary course of running, even on a permanent way not in good condition. This axle-box was of a pattern in common use on the line for vans and carriages, constructed of an iron casting in one piece, which is slipped over the collar of the axle and confined as to movement by a wrought-iron pin through its strongest part under the journal. I do not myself think this pin a good device, inasmuch as it is liable in consequence of any serious concussion to lead to the fracture of the axle-box. But it does not appear that its previous employment for a series of years has been attended with any accident of this description; and I am inclined to believe that in this instance the axle-box may have been previously fractured to some extent by a blow, in shunting or otherwise, though the history of the van does not afford any evidence in support of such a theory, and nothing of the sort was observed before the train started from Brentwood on the day in question.

I have, &c.

*The Assistant Secretary,
Railway Department,
Board of Trade.*

H. W. TYLER.

GREAT EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 15th January 1869.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the directors of the Great Eastern Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., on the accident which occurred to a passenger train on the 27th November last between the Brentwood and Romford stations on the Great Eastern Railway.

I am, &c.

R. G. W. HERBERT.

*The Secretary of the
Great Eastern
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 9th January 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 15th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending the accident which occurred on the 27th November last, from the breaking of the tyre of an engine wheel, between Brentwood and Romford stations on the Great Eastern Railway.

Three passengers are returned as having been shaken, from one of the carriages having left the line.

The train to which the accident occurred was the 4 p.m. passenger train from Ipswich to London. It consisted of a four-wheel coupled engine and

tender, a composite carriage with a guard's compartment, but without a break, six other passenger carriages, and a break van. All went right as far as Brentwood, which was left at 5.57, seven minutes late. On approaching Harold's Wood station, about three miles from Brentwood, on a descending gradient of 1 in 100, at a speed of about 25 miles an hour, the driver heard a noise like a sharp clap of the hands, immediately after which the foot plate was knocked up against the reversing lever by a piece of broken tire. The driver shut off steam directly he heard the noise, but was not able to reverse his engine from the reversing lever being jammed. The fireman applied his break as soon as he could get at it for the commotion on the foot plate, viz., about 150 yards from the snap. Some 50 yards further on, the third carriage from the front left the rails, and the train finally came to a stand in another 300 yards, without any couplings having given way, without any other vehicle having left the rails, and without damage of any moment to either engine or carriages. On examination it was found that the tyre of the right trailing wheel of the engine had completely left the wheel, and had broken into four portions. Two small pieces, 2' 7" and 1' 4" in length, were found, one in the down four feet and one in the six feet, where the driver heard the snap; a large piece, seven feet long, was picked up in the six feet, 150 yards further from Brentwood; and another large piece, seven feet long, also in the six feet, 50 yards still further on. At this point the carriage appears to have left the rails, and, from marks on the under side of the framing, it is probable that it was lifted by the large piece of the tyre found furthest from Brentwood. From the labouring of the engine the driver thinks that the tyre did not all leave the wheel at once, and this idea is confirmed by the marks on the ballast and the positions in which the pieces were picked up.

The engine to which this accident happened is No. 73, four-wheel coupled; diameter of the leading wheels 3 ft. 6 in.; of the driving and trailing wheels 6 ft.

	Tons.	Cwt.	Qrs.
Weight on the leading wheels	5	13	2
" " driving "	8	12	3
" " trailing "	9	5	0
Total -	- 23	11	1
Distance between centres of driving and leading wheels, 5 ft. 5 in.			
" driving and trailing	6	3	
Total wheel base	- 11	8	

The tyre which broke was of steel, made by Krupp of Berlin, having had when new an average thickness of $2\frac{1}{8}$ inches. It was originally put on in October 1863, and had been turned up for the last time in January 1868, the average thickness at the time of fracture being $1\frac{5}{8}$ inches. The tyre had run altogether 165,402 miles, and 25,770 miles since being last turned. It was fastened to the rim of the wheel by Beattie's patent method of securing tyres to carriage and waggon wheels, in which the tyre and rim of the wheel are dovetailed together on the exterior side, and fastened together on the interior side by hammering down a portion of the rim of the tyre upon wedge-shaped keys inserted at frequent intervals, as shown in the accompanying section. In Captain Tyler's report of the 6th February 1861, this method is alluded to as not being approved of by Mr. Beattie in the case of engine wheels, it being desirable in their case to give the rim as wide a bearing as possible; with which object a groove instead of a dovetail is made on the outer side of the tyre, and on the inner side bolts are screwed into it at frequent intervals from the inner surface of the rim. This latter method is the one now adopted by the Great Eastern Railway Company.

The cause of the present fracture was probably some original defect in the quality of the steel at the point at which the tyre first broke. There was some evidence of such defect in two of the exposed surfaces, which showed irregular fractures. In the piece 2 feet 7 inches long (probably one of the first that left the wheel), one of the hammered portions of the rim had given way, thus allowing the wedge-shaped key to fall out, and the tyre to commence flying, which action being once set up would be rapidly followed by the shifting of the tyre and the consequent release of the other wedges; this accident shows that the mode of fixing adopted in this case is not a protection against a tyre flying when fracture takes place. The hammered-down portions are likely to be crippled in the process of hammering unless very carefully performed; and many in the present tyre gave way, when tried after the accident, without any great force being used. There was nothing in the speed of the train, or in the condition of the adjacent part of the line, or in the state of the weather to account for the accident. I was informed that the engine had been carefully examined, and the wheels sounded before the train started from Ipswich.

I have, &c.

The Secretary
(Railway Department),
Board of Trade.

C. S. HUTCHINSON,
Lieut.-Col. R.F.

GREAT NORTHERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 22d October 1868.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Great Northern Railway Company, the enclosed copy of the report made by Captain Tyler, the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred on the 2nd ultimo to a passenger train near Huntingdon on the Great Northern Railway, from the luggage on the roof of one of the carriages catching fire.

I am, &c.

The Secretary of the
Great Northern
Railway Company.

THOMAS GRAY.

SIR,

Coventry, 14th October 1868.

IN compliance with the instructions contained in your minute of the 18th ultimo, I have now the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the fire that occurred on the 2nd September near Huntingdon in a passenger train on the Great Northern Railway.

The 9.15 p.m. Scotch fast train left King's Cross at 9.17 on the evening in question, consisting of an engine and tender, 17 carriages, and four vans, and was not due to stop before reaching Peterborough at 11.5. The engine driver looked round, according to his custom, in passing Offord, and applied his gauge to measure the water in his tank, in order to decide whether it would be necessary to take in water at Huntingdon. Everything appeared to be right in his train as it rounded the curve near Offord. The

next time that he looked behind him was in passing into the cutting three-quarters of a mile north of Huntingdon. He then observed that the cutting appeared to be illuminated, and he looked back again to ascertain the cause of illumination. Seeing that there was fire on one of the carriages fourth or fifth from him, he shut off his steam, whistled for the guard's breaks, and brought his train to a stand as quickly as he could. Before it stopped, he dropped off his engine, and ran back to the carriage from which the fire proceeded. He got upon it, unstrapped the sheet by which it was covered, and found that the sheet had been burnt through, and the fire had caught the luggage. He called to his fireman to bring some water. They extinguished the fire, and with the assistance of the guards, unloaded the carriage. It then appeared that the carriage itself was uninjured, and the principal damage to the luggage consisted in the burning of a hamper of stuffed animals and birds.

The head guard, who rode in the seventeenth vehicle from the tender, was not aware of anything being amiss until he heard the engine-driver's whistle. He then applied his break and looked forward, and he saw "a blaze, as of something on fire in the train." As the train was coming to a stand he ran back and told the third guard, who was in the last van, to proceed towards Huntingdon to protect it. Having thus provided for its safety, he ran to the scene of the fire, and helped to unload the carriage; and he cautioned a number of passengers who had got out of the train on the off side, some by means of keys of their own, and some through the windows, of the danger they incurred from any train approaching on the up line of rails.

The second guard, who rode in the van next behind the tender, also had his attention called to the fire by the engine-driver's whistle. On leaving his van shortly before the train stopped, and going back to the carriage, he found the passengers trying to get

out on the off side. He cautioned them, and crossed on the buffers, and let some of them out on the near side; and then assisted to get the luggage down.

There were about 12 passengers in the carriage, No. 24, on which the fire occurred. The engine-driver heard them "screaming and crying out," after he had left his engine, and as he was running back towards the carriage. The train was detained altogether 36 minutes, for taking down the luggage from the carriage roof, putting it into one of the vans, getting the passengers in and out of the carriages, and waiting for the third guard to rejoin it.

The foreman porter at Huntingdon noticed, as the train passed that station, that something was on fire on the roof of one of the carriages, and he directed the signalman at that station to telegraph to the signalman at Abbots Ripton, 4½ miles in advance, to stop it. The train was, however, actually stopped, as above described, at rather more than a mile and a half from Huntingdon.

I can only repeat in this instance, what I said in reporting upon a similar case of fire on a passenger carriage on the same railway, near Newark, on the 27th February 1867:

"The system of packing luggage on the roofs of passenger carriages is no doubt convenient, but is attended with serious disadvantages. It is always liable to be set on fire by burning matters from the funnel of the engine; it obstructs the view of the guard along the tops of the carriages; and it makes the carriages top heavy, and renders them more liable to fall over in the event of their leaving the rails. For these reasons, the luggage ought always to be carried in compartments of the carriages, or in vans, especially in express trains stopping only at long intervals."

I have, &c.

H. W. TYLER.

*The Assistant Secretary,
Railway Department,
Board of Trade.*

GREAT NORTHERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 4th December 1868.*

SIR,

I AM directed by the Board of Trade to transmit to you, for the consideration of the Directors of the Great Northern Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at the Doncaster station of the Great Northern Railway, on the 25th October last.

I have &c.

R. G. W. HERBERT.

*The Secretary of the
Great Northern
Railway Company.*

*Board of Trade,
(Railway Department),
Whitehall, 30th November 1868.*

SIR,

I HAVE the honour to state for the information of the Board of Trade, in obedience to your minute of the 11th instant, the result of my inquiry into the circumstances which attended a collision that occurred on the 25th October, between two passenger trains at Doncaster station of the Great Northern Railway, on which occasion eight or nine passengers are returned by the company as having been slightly shaken, but one of the number proves to have been somewhat seriously hurt, having had his ribs broken. He is now, I understand, doing well.

The West Riding and Grimsby, and the South Yorkshire Railways join the Great Northern main line to York, nearly 500 yards north of the north

end of the up ticket platform at Doncaster, and this junction is called the Marsh Gate junction. About 120 yards south of the junction signal box the line is crossed on the level by an important public road, where two men are usually employed to attend to the opening and shutting of the four gates that alternately close both the line and the road, and to the signals that control the main line and sidings lying south of this level crossing; and about 305 yards south of this level crossing and 60 yards north of the north end of the up-platform there is another signal box, called the North box. The signalmen in the North box and at the Marsh Gate junction communicate with each other, and with the gate-man, by means of the telegraph, and the signalman in the North box works a signal, which stands about 85 yards north of his box, that controls the admission of all up-trains to the up-platform; but the regulations issued to the signalmen for the admission of all up-trains require, in consequence of the level crossing at Marsh Gate, that the Marsh Gate junction signalman should communicate with the gateman, and the latter with the signalman in the North box; and when "the line is clear for an up-train to enter the station," the latter signalman " (i.e. at the North box) " will telegraph line clear and lower his signal. The Marsh Gate signalman, on receipt of the signal "line clear," will transmit the same to the Marsh Gate junction signalman, who will acknowledge and immediately allow the train to pass. The Marsh Gate junction signalman is always to consider the up-main line blocked until he has received the signal "line clear."

The collision occurred on a Sunday, and, unfor-

tunately, these regulations are not upheld on that day, as men are placed on duty, either at the North box or Marsh Gate crossing, who do not understand the use of the telegraph, and the only communications that take place are by the telegraph bells, which on week days simply serve to acknowledge the receipt of a telegraphic signal, without indicating anything more than its receipt.

On the day in question the York portion of the trains, which are united at Doncaster station, arrived at the ticket platform at 12.14 p.m. It is appointed to leave York at 10.45 a.m., and is due at Doncaster station at 12.15 p.m. It consisted of an engine and tender, four carriages, one carriage truck, one horse box, and two break vans. It remained two minutes at the ticket platform, and then moved ahead and drew inside the north box up-signal, so that the last carriage stood 20 yards south, or inside of the signal, and stopped for the purpose of detaching the carriage-truck and a break-van, intended for Lincoln.

While the servants of the Company were engaged in uncoupling the train and drawing the engine, horse-box, carriage-truck, and break van ahead, for the purpose of shunting the two latter vehicles into a siding off this up-line, lying north of the platform, the Leeds portion, which does not stop at the ticket platform, arrived, ran at a rapid rate past the up-distant and up-junction signals, exhibited from the Marsh Gate junction, which were lowered for this train to pass, and the driver did not succeed in arresting the progress of his train until it had run past the up-signal worked from the North box, and had come in contact with the last carriage of the York portion standing inside the up-signal, at a speed which is variously estimated at from two to five miles an hour. This up-signal, worked from the North box, stood at danger against this train, and it could be seen at a distance of 450 yards, so that it is certain that the driver neglected to have his train sufficiently under control as to admit of his stopping short of the North box up-signal. The collision appears to have been a slight one, but it would not have occurred at all if the regulations which I have quoted had been obeyed.

It seems, however, that the usual course adopted

on Sundays was followed as regards the York portion of the train, as the Marsh Gate junction signalman rang to the gateman, and the latter to the signalman in the North box, and thence back to the junction, and then all the signals were taken off for the train to enter the station, and it passed inside the north box up-signal; but the gateman when the Marsh Gate junction signalman rang the bell at the gate for the Leeds portion of the train, replied at once without ringing to the North box signalman, the ringing back being considered equivalent to the "line clear" usually given by the telegraphic needle signals, and he did this when the line was not clear to the station.

The superintendent of the line, Mr. Cockshott, seemed to think that the signalmen were justified in doing what they did when the Leeds train approached,—taking off the junction signals, and thus allowing the train to run up as far as the North box up-signal; but it appears to me in direct opposition to the regulation, and although evidence was produced to prove that it was in accordance with the usual practice, that only shows that the instructions are either not understood or not upheld. The words are quite distinct, "if the line is clear," &c. "to enter the station," the "signalman will telegraph 'line clear,' and lower his signal."

I must not be understood to be palliating the neglect of the engine-driver of the Leeds train for passing the signal, but merely to remark that if what is now stated to be the practice is to be continued there should be an up-distant signal fixed at the Marsh Gate junction, and worked from the North box to prevent drivers passing the junction at high speed, when lured on by the Marsh Gate up-junction and distant signals being off.

I have also to call attention to the risk to which the public are subjected by the employment of men on Sundays who are not competent to work the electric telegraph, and thus a different system of working has to be introduced.

I have, &c.

*The Secretary
Railway Department,
Board of Trade.*

W. YOLLAND,
Colonel.

GREAT SOUTHERN AND WESTERN OF IRELAND RAILWAY.

*Board of Trade,
(Railway Department,)*

SIR, *Whitehall, 11th August 1868.*

I AM directed by the Board of Trade to transmit to you, for the consideration of the Directors of the Great Southern and Western Railway Company, the enclosed copy of a report by Captain Tyler, the officer appointed by the Board of Trade to inquire into the circumstances attending an accident that occurred on the 21st ultimo on the Cork and Limerick Direct Railway.

I am to express the hope of the Board of Trade that the recommendations of Captain Tyler will be followed.

I am, &c.,

*The Secretary of the
Great Southern and Western
Railway Company.*

*Board of Trade,
(Railway Department,)*

SIR, *4th August 1868.*

IN compliance with the instructions contained in your Minute of the 25th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances

which attended the accident that occurred on the 21st ulto. on the Cork and Limerick Direct Railway.

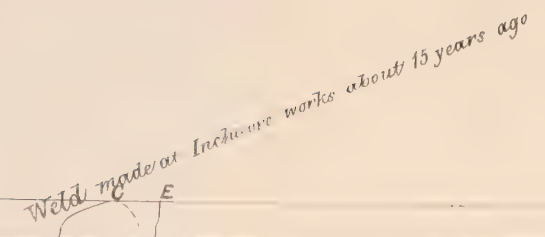
The 11.30 a.m. passenger train left Limerick punctually on that day for Cork, consisting of an engine and tender, two carriages, a break-van, and an empty carriage-truck. At 7½ miles from Limerick, the guard, Martin Morony, who rode in the break-van, heard an unusual rumbling noise, and immediately afterwards he found himself enveloped in a mixture of steam, water, and burning fuel, from the engine. He heard no whistle, but he applied his break, and the train came to a stand, as he thought, in about half a mile, two miles after passing Patrick's Well, and rather more than four miles from the Croom Station. He went forward to the engine, and found the engine driver, John Power, lying on the footplate, and the fireman, John Bigane, partly kneeling on the tender, both badly scalded. The regulator was shut, and the tender-break partly applied.

These two poor men were so much injured that they died, Bigane in four hours, and Power in 12 hours, after the accident. Power got off the engine himself, and took off his coat, waistcoat, and shirt, without assistance. Bigane was at first unable to move, and the guard cut his clothes off him with a knife, at his request. An inspector of the permanent



July 30th 1868.

July 30th 1868.

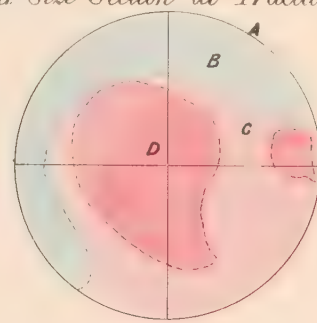


C. H. Represents Weld in Rod.

E.F. Represents line of Fracture

6'. 10³/₈ C^{tr} to C^{tr}

Half Size Section at Fracture.



A. Represents skin surface

B. Part of Rod united previous to Fracture.

C. Part of Rod through which the central flow gradually extended.

D. Probable extent of bad weld when first made.

Welds made at Ingham Works about 15 years ago

G

F

Ingham®

way, who had been riding with them on the engine, was found more than half a mile to the rear, much injured. He had jumped, or been thrown off the engine, and had thus been comparatively little scalded; though two of his ribs were fractured, and he otherwise suffered from his fall.

The cause of this accident proved to be the fracture of the *near* connecting rod of the engine, which had given way at three feet from the crank-axle. A mark was apparent on the permanent way, where the loose end of the fractured rod had in swinging round first struck one of the sleepers, and about 40 yards further forward the steam appeared to have been blown out upon the grass at the side of the line. Similar indications were observable for 500 yards, over which steam and water may be supposed to have been issuing from the boiler. The end of the connecting rod was much marked and hammered; and there were two large holes, one through both shells of the fire-box, nearly on a level with the centre of the driving axle; the other through the junction of the barrel with the fire-box, slightly under the brick arch. The cylinder cover was broken by the liberated piston. The escaping steam blew off the end of the smoke box at one extremity, and blew the brick arch on to the foot-plate at the other extremity of the boiler. The fire-door, which was uninjured, must evidently have been open at the time of the fracture of the connecting rod; and it was through this aperture that the steam and water rushed out with such fatal effect upon the engine-driver and fireman.

The train was running down a gradient of 1 in 190 for half a mile after the connecting rod gave way, and it mounted for a quarter of a mile on a succeeding rising gradient before it came to a stand.

The engine, No. 39, of an old pattern, was constructed by Messrs. Bury, Curtis and Kennedy, of Liverpool, and commenced running in 1848.

Its mileage is given in the following table.—

Number of miles run by No. 39 engine.		Years.	Miles.
From 26th Feb. to 31st Dec.	-	1848	6,835
For the whole year	-	1849	7,732 $\frac{1}{4}$
"	"	1850	8,607 $\frac{1}{4}$
"	"	1851	9,429
"	"	1852	5,090 $\frac{1}{2}$
"	"	1853	15,732 $\frac{3}{4}$
"	"	1854	18,336
"	"	1855	4,417 $\frac{1}{2}$
"	"	1856	2,845
"	"	1857	6,745
"	"	1858	14,638 $\frac{1}{2}$
"	"	1859	5,519
"	"	1860	13,544
"	"	1861	7,145
"	"	1862	18,595 $\frac{3}{4}$
"	"	1863	21,053 $\frac{1}{2}$
"	"	1864	11,242 $\frac{1}{4}$
"	"	1865	11,299 $\frac{1}{2}$
"	"	1866	27,436 $\frac{1}{2}$
"	"	1867	12,385
To July 20th	-	1868	7,226
Total miles	-		235,855

It has cylinders 15" in diameter, with a stroke of 20". The driving and trailing wheels, 5' 8" in diameter, were coupled together about 15 years ago. The leading wheels are 4' 2" in diameter. The wheel-base measures 7' 8 $\frac{1}{2}$ " from leading to driving, and 7' 8" from driving to trailing axles, from centre to centre. The maximum pressure in the boiler was 80lbs. to the square inch, to which the spring balances were feruled down. The connecting rods were originally of a fish-bellied shape, smaller at both ends, and larger in the middle; but when the driving and trailing wheels were coupled together about 15 years since, a length of about two feet five inches was cut off the ends of the connecting rods, and stronger pieces were welded on to them, by way of fitting them for the extra strains to which they would then be subjected. They were thus brought into the condition shown in the accompanying diagram, with which Mr. M'Donnell, the Locomotive Superintendent of the Company, has been so good as to furnish me. The exact dimensions of the fractured rod are thereon given, with the position of the fracture. The half sized section of the fracture annexed to it shows also the probable extent of an original flaw in the weld, the portion of the rod through which the flaw gradually extended, and the portion that remained united previously to the ultimate fracture.

The weld which was made in 1853, also marked in the diagram, was distinctly visible on turning down the fractured portion in the course of my inquiry, and was still sound. Its proximity to the original weld, made in the manufacture of the rod, is an illustration of the undesirability of thus adding to so important a part of a locomotive engine, in place of supplying a new rod when extra strength was requisite. But the *off* connecting rod of the same engine, which was heated and tested in my presence, did not appear to exhibit such weakness as that which was thus exhibited in the *near* connecting rod.

Rods of this description, of circular section, are not to be depended on to the same extent as rods of oblong section, such as are now manufactured, and particularly when they are built up of different lengths welded together.

The Great Southern and Western Company, to whom this engine belonged, and by whom the Direct Cork and Limerick Railway is worked, will no doubt profit by this experience, and will thoroughly test such of these old rods as are still for a time continued in use, either for connecting or coupling purposes, so as to avoid all risk of any further accident of this description.

I have, &c.

H. W. TYLER,

*The Secretary,
Board of Trade
(Railway Department),
Whitehall.*

GREAT SOUTHERN AND WESTERN (OF IRELAND) RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 20th November 1868.*

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Great Southern and Western (of Ireland) Railway Company, the enclosed copy of the report made by Col. Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the

accident which occurred to a mail train at Dundrum Station, on the 27th ultimo.

I am, &c.

R. G. W. HERBERT.

*The Secretary of the
Great Southern and Western
(of Ireland)
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 16th November, 1868.*

SIR,

IN compliance with the instructions contained in your minute of the 3rd November 1868, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 27th October 1868, at Dundrum station, on the Great Southern and Western Railway of Ireland.

On the day in question, the foreman of the platelayers, who is in charge of the railway from Dundrum to Ballyrobbin, which is a place about three miles to the south of Dundrum, was engaged in removing some old timbers to Dundrum station, from a spot at the west side of the railway, about 480 yards south of that station. The foreman and his gang brought a lorry from Ballyrobbin, on the morning of the 27th ult., to do the work with.

As the men who were pushing the lorry approached the place where the timber lay, the foreman remained behind with a red flag, to protect the men from any engine and train which might be running on the up line of rails. When the lorry was filled with timber, the men pushed it forward to Dundrum station, and placed it in a siding, unloaded the timber, and went to get their breakfast. The foreman followed them into the station yard, and also went to breakfast.

When the foreman returned from his breakfast, he went into the station house, to see what time it was. He stated that it was 10.10 am. by the station clock. He saw no one in the station or in the yard; but he stated that he noticed that the station signal was at danger, and conceived that he would be protected by this signal while returning to his work and while reloading the lorry. He and his men took the lorry out of the siding, and pushed it back along the up rails, to the place where they required to load it with the timber.

The foreman stated, that while loading the lorry he looked twice for the station signal, which he observed to be still at danger. When the lorry was loaded, he saw the smoke of the engine of the American mail train coming towards him on the up rails. He said that the engine was about two miles from him at the time, and that he again observed that the station signal was at danger.

He and his men commenced to push the loaded lorry towards Dundrum station, expecting to get there before the mail, and hoping that they would be protected by the station signal.

The engine conveying the American mail reached the bridge over the line, which is close to where the men had been lifting the timber, when the lorry had got to within about 100 yards of Dundrum station.

The driver appears to have seen some men on the line as soon as he cleared the bridge. He can only have been about 300 yards from them at the time. He whistled, believing that the men would get out of the way. They did so; and then he saw that a lorry, loaded with timber, was on the rails in front of him.

He reversed; the fireman applied the tender break; and the guard, who was riding in the break van, which was the only other vehicle in the train, had already applied his break; but the train struck the lorry, which got caught under the engine, and remained fixed there, until the engine was brought to a stand, about 550 yards further on.

Neither the engine, tender or guard's van left the rails. The driver, fireman, guard, and mail guard were not hurt. The engine was only slightly damaged.

The driver estimated his speed, at the time when he first saw the men on the line, at about 35 miles per

hour, and about 24 miles per hour when he struck the lorry. But as the guard of the train gives 10.17 am. as the time when the mail train left the Limerick junction, and 10.25 am. as the time of the collision, and that the distance between the Limerick junction and Dundrum is $7\frac{1}{2}$ miles, I have no doubt that the speed of the train was very much greater. The distance that the engine travelled before it could be stopped also bears out this opinion.

The railway to the south of Dundrum station is straight for about two miles; and, according to the evidence of the station master and one of the platelayers who was at work at the station, the station signal was placed at danger when the American mail was about $1\frac{1}{2}$ miles to the south of Dundrum. Had the driver of the mail kept a good look out he should have seen the signal before he whistled to the men on the rails, and in sufficient time to prevent the collision.

The Great Southern and Western Railway use the affirmative system of signalling; that is, the signals are always kept lowered to all right, unless there is danger in the way. When the station master (on walking on to the platform, after receiving the telegram announcing the departure of the American mail from the Limerick junction,) perceived that the lorry was on the up rails, he directed the station signal to be put up. There is no distant signal at the south side of Dundrum station.

It appears that the station signals were up, about the time that the platelayers returned from their breakfast, as a waggon was being shunted from the goods store to the sidings at the north side of Dundrum station. The porter who was doing this work was not aware that the lorry was taken out of the station, or that the men were at work with it, about 480 yards to the south of the station. The station signal was therefore lowered when the porter had shunted the waggon, and it was not raised again until the station master desired it to be put up, to stop the mail.

There is no doubt that it was lowered to all right during the whole time that the men were engaged in the second loading of the lorry, and that the foreman of the platelayers neglected to comply with the rules of the Great Southern and Western Railway Company, which direct, that when a lorry is at work on the line, it shall be protected by a signalman holding a red flag at a distance of 1000 yards from the place where the lorry is at work, and the signalman is to lay detonators on the rails when he sees an engine approaching.

I recommend that a distant signal be erected at the south side of Dundrum station.

I have, &c.

F. H. RICH,
Lieut. Col. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

*Great Southern and Western Railway,
Secretary's Office,
Kingsbridge Terminus,
Dublin, 26th November, 1868.*

SIR,

I BEG to acknowledge the receipt of your letter of the 20th instant, enclosing a copy of the report made by Colonel Rich, R.E., on the subject of the recent accident to a special train with American mails at Dundrum Station, and to acquaint you that the directors have given orders for the erection of a distant signal at the south side of that station, as recommended by Colonel Rich.

I am, &c.,

R. G. W. HERBERT, Esq., WM. TAYLOR, Secretary.
*Board of Trade,
Railway Department.*

GREAT WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 3rd December, 1868.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Great Western Railway Company, the enclosed copy of the report made by Capt. Tyler, the officer appointed to enquire into the circumstances connected with the collision which occurred on the 5th ultimo near Newnham on the South Wales section of the Great Western Railway, and to express the hope of the Board of Trade that the Directors will see fit to adopt the means recommended by Capt. Tyler for the prevention of similar accidents.

I am, &c.

R. G. W. HERBERT.

*The Secretary of the
Great Western
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 27th November, 1868.*

SIR,

IN compliance with the instructions contained in your letter of the 6th instant, I have now the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the night of the 5th instant on the South Wales section of the Great Western Railway.

At Bullo Pill, twelve miles from Gloucester, there is a junction between the Forest of Dean coal line and the South Wales Railway; and the Central Forest Railway forms a second junction with the South Wales Railway at Awre, two miles further to the south-west. These two junctions are between the stations of Newnham, which is eleven miles from Gloucester, on the one side, and Gatcombe and Lydney, which are respectively $16\frac{1}{2}$ and $19\frac{1}{2}$ miles from Gloucester, on the other. The Awre junction is thus $2\frac{1}{2}$ miles on the east of Gatcombe, while the Bullo Pill junction is one mile to the west of Gloucester.

The 5 p.m. up mail train from Milford left Newport at 9.32, eight minutes late, and Lydney at 10.14, five minutes late, on the night in question, consisting of an engine (the Rob Roy) and tender, three passenger carriages, and a luggage van. The leading carriage had a break compartment in it, in which rode a guard; and the third carriage, which was a mail carriage as well as a break carriage and a passenger carriage, also carried a guard. It travelled in due course after leaving Lydney as far as a bridge over the line a mile to the west of Bullo Pill. As the engine passed under that bridge, the engine driver suddenly saw a red light in front of him, and in consequence of the position in which he stood on his engine he saw only one red light. He said to his mate, "Hold on," but "hadn't a moment to shut off steam, or touch the whistle, or anything." He dropped down on the foot-plate, and put his shoulder against the fire-box. He felt "a rumbling" under his engine as it struck some train before him.

The fireman also saw a red light in front of him as the engine passed under the bridge referred to, and "then, in an instant, two other red lights," all burning brightly and looking large and clear. He halloed out, "Wo," and he crouched down with the engine driver behind the fire-box to receive the shock of the collision. He saw the engine-driver shut off the steam (which the driver had not remembered doing), but there was no time for anything else. Neither this man nor the engine-driver were in the least hurt.

The head-guard stated that he had left New Milford punctually at 5 p.m., but that the train had been delayed four minutes at Saint Clears, where the line is single, waiting for the train staff, brought down by the express. It was also detained four minutes at

Carmarthen, taking on a carriage, and while the engine was taking water. It was thus, as already stated, eight minutes late in leaving Newport, and five minutes late in leaving Lydney. The guard knew nothing, any more than the engine driver or fireman, of any special train being ahead of the mail train, but he heard the policeman at Lydney call out something, which he did not understand, about Bullo Pill. He had just finished sorting his bills and tying up his letters, when, after passing the over-bridge above referred to, he saw three red lights, all burning brightly, "100 or 150 yards before him." He threw himself on the floor of the carriage, and did not feel much of a shock.

The parcel porter from New Milford who acted as under-guard, and rode in the break compartment of the third carriage, had no warning of the collision. He had just finished sorting his bills, and had placed them on the seat, when he was suddenly knocked down against the side of the seat, but was not much hurt.

The train with which the mail train thus came into collision was a special cattle train, not provided for in the company's time tables; and the only orders that the engine-driver received were to take it from Carmarthen to Gloucester, and to call for water when he required it. He left Carmarthen at 1.37 p.m., with the "Tantalus" engine and tender, 20 loaded cattle trucks, and a third-class break carriage. This carriage was placed at the tail of the train, and contained eight drovers in charge of the cattle, besides the guard. At Newport, six more trucks, loaded with general goods, were taken on, under the directions of the night foreman and the guard, but contrary, it appears, to the judgment of the engine-driver. The total load thus amounted to 26 loaded goods and cattle trucks, and the break carriage—the maximum load of the engine having been considered to be from 25 to 30 trucks, according to the weight of the trucks and the state of the weather. The engine was a six-wheel-coupled engine, weighing 33 tons, with fuel and water, with cylinders 17 inches in diameter, and a stroke of 20 inches. The first difficulty was at the Chepstow bank, where the train was divided, the engine taking half of it up first, and then returning to fetch the other half.

This goods and cattle train, then, after stopping at various stations, left Chepstow, according to the engine-driver, at 9.35,—the mail train having been due there at 9.51,—and he intended to have gone forward $16\frac{1}{2}$ miles to Bullo Pill, where he would, if no accident had happened, have shunted out of the way of the mail train, and have taken water. He ran from Chepstow to Lydney, eight miles, in 25 minutes, passing that station about 10 o'clock. He whistled as he approached the latter station, and waved his hand as he passed it, by way of asking the signalman whether he might proceed in front of the mail train. The signalman showed him a white light, which indicated that he might go forward. His engine began to slip again shortly afterwards in mounting an incline a mile long, with gradients of 1 in 264, and 1 in 198. He got up his speed again past Gatcombe, but lost speed again in rounding a curve, and he found difficulty then in making way along the level, in consequence of a white frost having set in; and his engine slipped still more in rising a gradient of 1 in 316, and passing round a curve of 40 chains radius. He was travelling round that curve at a speed of eight miles an hour, as nearly as he could judge, or ten miles an hour, according to the fireman, when the collision occurred, 200 yards to the east of the bridge over the line already referred to, and the engine-driver of the mail train must have been about 150 yards from the cattle train when he first caught sight of it.

The effects of the collision were but slightly felt in the mail train, but were very disastrous as regards

the cattle train. The Rob Roy, a heavy engine, ran through the third-class carriage at the tail of the cattle train, mounted two of the cattle trucks in front of that carriage, and rested partly against the back of the third cattle truck. The leading end of the engine, supported on the trucks, remained at a considerable height from the ground, and showed symptoms of great violence; a steel tyre on its off leading wheel having been snapped through the solid metal by the shock, and having opened at the section of fracture for an eighth of an inch. About 40 of the cattle were killed, and the guard and the drovers were thrown off to the left at the side of the line. Four of these unfortunate men, including the guard, have died, and the remaining five were more or less seriously injured.

The time at which the collision occurred was not ascertained with certainty; and this means of checking the average speed of the trains is not at hand. The policeman who was on duty at Lydney states that the cattle train passed that station at 9.58, and the mail train started from it at 10.20, and these are the figures recorded in his book, the entries having been made, apparently, before the accident. He had received a printed notice informing him that a special cattle train would leave Carmarthen at 1.30 p.m., and call where required, and that its return journey would be arranged at Gloucester. He also heard from the day policeman that a signal had been attached to the 11 a.m. train from Milford (passing Lydney at 6.20) to indicate that a special train would follow; but he did not know when to expect it. The rules of the company require the signalmen to warn the driver of a passenger train when there is, after dark, a goods, cattle, or mineral train, less than 20 minutes in front of such passenger train. As there was in this instance an interval of 22 minutes, no blame can be attached to the Lydney policeman. Another rule to the effect that no train running at slower speed than the next one following, may be started from a station, except when the station-master has been satisfied that it can reach the next station, where it can be shunted before the following train will be due at such station, did not apply, because the cattle train did not stop at Lydney, and he had no means of satisfying himself in that respect.

It was recorded at Gloucester, to which station the trains are telegraphed from Newport, that a train called the Irish goods train left Newport at 5.55, the special cattle train left Newport at 8.5, and the mail train left Newport at 9.31. And the night policeman at Chepstow recorded in his book that the cattle train passed his station at 9.36, and the mail train at 10.1.

Both this man and the policeman at Lydney are able to work the telegraph instruments, and use them when they require, or think it necessary to do so. But they perform other duties which more or less prevent them from paying attention to the instruments, and they would not therefore be always prepared to receive any signals that might be made to them. The Lydney policeman, for instance, works the signals, assists in shunting the goods trains, and helps with luggage and parcels. The Chepstow policeman attends to the booking office until 10 p.m., and after that hour helps in the yard, shunts the trains, and acts as porter. There is a porter also at Chepstow who does the out-door work until midnight, and whom the policeman may retain, as he does occasionally, when he requires his assistance to a later hour.

The unfortunate drovers suffered in this case from being placed in a carriage at the tail of the cattle train,—an arrangement which has proved fatal to others of their class in a similar manner on previous occasions, and which is therefore undesirable. It is adopted for convenience in making one break carriage in that position serve both for guard and for drovers, but the drovers might be carried more safely in the middle or nearer to the leading end of the train.

The principal object in view should, however, be

to prevent the collisions from occurring rather than to enable the drovers to sustain such collisions from a position of greater safety. And looking at the subject in this light, the more important lesson which the present in common with the more fatal accident at Abergele, and with many other previous cases of collision, tends to enforce, is the necessity for a more extensive use of the telegraph for ensuring a clear course, and a line safe from dangers and obstructions in the path of these fast trains. A mere interval of *time*, whether it be 10 minutes or 20 minutes, or any other given quantity, affords no true margin of safety between goods trains, the progress of which is uncertain, which consume more or less time in shunting, and the servants in charge of which are placed in straits and difficulties that lead them to run almost unavoidable risks in many cases, and fast passenger or mail trains which may or may not be late, and which run at nearly the same speed, whether the atmosphere be clear or foggy, and whether the line be straight or the view obstructed by curves and cuttings, bridges, or tunnels. An interval of *space* is the only true remedy for such a state of things, and it matters not what the distance between the trains may be, whether four miles, or two miles, or half a mile, so long as it is strictly preserved. On certain railways in this country, trains are continually following one another in quick succession at half-mile intervals from year to year, under what is called the "block system" of working by telegraph, with comparative safety, while on others continual risk is incurred for want of an extension of the telegraph system, although with more perfect arrangements a sufficient interval of space might without difficulty be secured.

In this particular instance an interval of time of no less than 22 minutes proved to be of no avail. A powerful engine was unequal, in a slippery condition of the rails, to the task imposed upon it. A too heavy goods and cattle train could not be propelled at sufficient speed to keep it out of the way of a following mail train, but travelled too fast to admit of the guard's dropping off and providing for its protection, and at a speed greater than that—six miles an hour—at which he was required by his regulations to take such a precaution. On a curve, which was not sharp, but on which the view was obstructed, the three lamps, which burned brilliantly, as all admit, behind it, became practically useless. The engine-driver of the mail train, catching sight of it at a distance of 150 yards, had time to do no more than prepare to receive the shock in the best attitude into which he could hurriedly throw himself for his own safety, while travelling at a speed, probably, of 40 or 45 miles an hour; and the passengers in the mail train were only saved from serious consequences by the fact that the force of the collision was expended in the destruction of a portion of the cattle train and its unfortunate inmates.

It is desirable that this section of the line should be protected from such an accident in future by the adoption of a block system of telegraph working between the Awre junction and Bullo Pill, which are only two miles apart, by day as well as by night, and no train being allowed to leave or pass the Awre junction until the preceding train has been announced by telegraph to have passed or been shunted out of the way at Bullo Pill, and *vice versa*; and I would take the opportunity of adding that the same system may, with great advantage, be extended, more especially over portions of this and other lines on which the view is obstructed, and with regard to trains which run at high rates of speed and do not make frequent stoppages.

I have, &c.,

The Secretary,
Railway Department,
Board of Trade.

H. W. TYLER.

GREAT WESTERN RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 14th December, 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Great Western Railway Company, the enclosed copy of the report made by Col. Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at the Hatton station, on the Great Western Railway, on the 23rd ultimo.

I am, &c.

R. G. W. HERBERT.

The Secretary of the
Great Western
Railway Company.

Board of Trade
(*Railway Department*),
Whitehall, 11th December, 1868.

SIR,

IN compliance with the instructions contained in your minute of the 2nd instant, I have the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 23rd November 1868, at Hatton station, of the Great Western Railway.

Two passengers are reported to have been slightly cut and bruised.

A goods train, which consisted of an engine and tender, twenty-nine loaded waggons, and a guard's van with a guard, left Didcot for Birmingham, about 4.30 a.m. on the day named.

The engine had not sufficient power to take the goods train up the incline, which is situated about a mile to the east of Hatton station. The goods train was therefore divided, and the front part of the train was taken to Hatton station, and placed in a siding to the south of the down line. The driver then went back for the rest of his train, which he also brought to Hatton station about 9.35 a.m., but he placed this second portion of the train on the up line of rails, by the direction of the Hatton station master.

The stoppage of the goods train had kept the down passenger train from Leamington to Birmingham about 20 minutes behind its proper time.

The station master at Hatton could not place the second portion of the goods train in the siding, without further delaying the passenger train, as a goods train from Norton had gone into the siding, after the first part of the Didcot goods train had been put in, and this Norton goods train was foul of the cross-over road leading to the siding.

The station master consequently directed the second portion of the Didcot goods train to be shunted on to the up line of rails, to allow the passenger train from Leamington to Birmingham to pass.

As soon as the passenger train had left for Birmingham, a goods train was despatched to Stratford, and then the driver of the Didcot goods train took his engine across, to get the front part of his train out of the siding at the down side of the line. He returned

with that portion of his train to the up line, to get the second part of his train, which was coupled up to the front portion, and the Hatton station master then gave directions for this goods train to start. As the goods train was on the up road, it had to cross to the down line by a crossing at the north side of Hatton station. While doing so the station master heard the whistle of the engine of the up passenger train, due to leave Birmingham at 9.10 a.m.

He looked at the signals, which were at danger, but the up passenger train did not stop. The engine of the passenger train struck the third waggon from the tail of the goods train, and smashed the waggon which was the last but one of the train.

The engine of the passenger train had one buffer and the step broken. Neither the engine or any coaches of the passengers train were thrown off the rails or injured.

The passenger train consisted of a tank engine, travelling with the coal bunk to the front, one second-class, one composite, one first-class, a guard's van with a guard, and two third-class carriages, coupled in the order given.

The speed of this train at the time of the collision is stated to have been about three miles an hour, and that of the goods train, which it ran into, about six miles per hour.

The accident was caused by the neglect of the engine driver of the 9.10 a.m. up passenger train from Birmingham. He disregarded the signals.

The up station and distant signals at Hatton station are well seen for a safe distance.

The press of late have been urging the desirability of forming lines of rails for goods trains to run on, so as to keep the goods traffic altogether separate from the passenger traffic. This is, no doubt, very desirable; but in the present state of railway finances I doubt whether many companies could raise the capital to execute the work, even if they were willing to do so.

It is a most objectionable practice of Railway Companies to place such trains behind the engines, as they are just capable of drawing, if all the circumstances are favorable, and which they are quite incapable of drawing in the time given, if the rails are greasy, or if there is a contrary wind. It leads to a great number of accidents.

I doubt if the object of economy, which leads to this objectionable practice, is accomplished; and I would suggest, for the serious consideration of the Railway Companies, whether the increased regularity and safety, which would be the result of their dividing their trains, would not much more than compensate for the small additional cost of having to provide a second engine to convey these unwieldy trains, which are too large for the engine, and too large for the accommodation which is available at the stations.

I have, &c.

F. H. RICH,

Lieut.-Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade,
(*Railway Department*),
Whitehall, 8th August 1868.

SIR,

I AM directed by the Board of Trade to transmit to you to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of a Report made by Colonel Rich, R.E., the officer appointed by the Board of

Trade to inquire into the circumstances attending a collision that occurred on the 19th June at the North Dean Station on the Lancashire and Yorkshire Railway.

I am, &c.

R. G. W. HERBERT.

The Secretary of the
Lancashire and Yorkshire
Railway Company.

*Board of Trade
(Railway Department),
Whitehall, 31st July 1868.*

SIR,

IN compliance with the instructions contained in your minute of the 3rd instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 19th June 1868, at North Dean Station, on the Lancashire and Yorkshire Railway.

The branch line to Halifax joins the line from Normanton to Manchester at North Dean.

A goods train from Halifax arrived at North Dean Station about 8.20 p.m. on the 19th June 1868. After doing some shunting in the yard, the guard of the goods train gave the driver a signal by hand to draw some waggons out of the sidings on to the main down line to Manchester. Thomas Whiteley, who was the night watchman and shunter on duty, was assisting in shunting and making up the goods train.

The shunting was done under Whiteley's control.

When the goods train was drawn out on to the main down line, five waggons were detached. Whiteley held the points of a cross-over road, between the up and down main line, and the goods guard and Whiteley both signalled to the driver to push back, which he did, and the five waggons that were detached were pushed across on to the up lines to Manchester.

A special train from York to Bolton was due at North Dean Station at the time, and the junction signalman, not being aware of the night watchman's intention to shunt the goods waggons on to the up line, had previously taken off the main line signals for the special train.

The first goods wagon had just reached the up line of rails, when the special train, which consisted of an engine and tender, a second-class with break compartment and guard, 12 passenger carriages and another second-class carriage with break compartment and a second guard, coupled in the order stated, came round the curve, at the east side of North Dean Station at a speed of about 17 miles per hour.

Elland Tunnel is situated on the line from York to Bolton at about a quarter of a mile to the north-east of North Dean Station. On emerging from the tunnel, the driver of the special train found the North Dean distant signal all right for him to proceed. When his train had got about half way between the tunnel and North Dean Station he heard an engine driver on the down line whistling. He shut off steam, but on looking forward he saw the station

signal all right, and he only observed the goods waggons that were shunted across on to the line on which he was travelling when he was about 40 yards from the goods waggons. He reversed his engine at once and whistled for the breaks, but although Newall's patent breaks were fixed to six of the carriages in the train, besides the break carriages in which the guards were travelling, it was impossible to stop the train.

The engine of the special train ran into the waggons. Four of them were smashed, and the leading wheels of the engine of the special train were lifted three or four inches on to one of the waggons.

The engine and tender of the special train were very much damaged. The second-class break carriage next to it and the passenger carriage next to the second-class break carriage were also damaged.

One passenger is reported to have been slightly hurt.

None of the carriages left the rails, and the engine of the special train came to a stand about 85 yards from the point of collision.

The driver of the special train could not observe the goods waggons at any great distance before he struck them, as there was a coal train on the down line which impeded the view, in consequence of the curve in the road between the mouth of Elland Tunnel and North Dean Station. The accident was caused by the neglect of watchman Whiteley. He has been dismissed from the company's service, and I did not see him.

It appears that he was perfectly aware that the special train was due at the time at North Dean Station, and that he shunted the goods waggons on to the up line when the signals for that line were taken off for the special train.

I recommend that all the signals and points connected with the junction of the Halifax branch with the Normanton and Manchester main line be worked from an elevated signal box, and that the points of all sidings and crossings connected with the main line, and all signals controlling the sidings, be worked from the same hut, and that they be arranged on the locking principle.

The company are now laying a second line of rails on the branch to Halifax, and they propose to carry out this arrangement in connexion with the new line, but I recommend that it be done at once.

I have, &c.

F. H. RICH,
Lieut.-Col. R. E.
*The Secretary,
Board of Trade,
Railway Department.*

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 31st July 1868.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed to inquire into the circumstances connected with the collision which occurred on the 30th June at the Mirfield Station on the Lancashire and Yorkshire Railway.

I am, &c.

R. G. W. HERBERT.
*The Secretary of the
Lancashire and Yorkshire
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 29th July 1868.*

SIR,

IN compliance with the instructions contained in your minute of the 3rd instant, I have the honour

to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 30th June 1868, at Mirfield Junction, on the Lancashire and Yorkshire Railway.

A passenger train which consisted of an engine, travelling with the tender in front, a guard's van, two second-class, two composite, and a third-class carriage, coupled in the order given, left Bradford at 1.52 p.m. on the day named.

Three of the carriages in the train were fitted with Newall's patent breaks. The train left Bradford two minutes late. It approached Mirfield about its proper time, 2.25 p.m.

The driver whistled for the signals as he approached Mirfield Junction, which is close outside the station. The signals were taken off, and as he was running round the curve, within 100 yards of the junction, at a speed of about 10 miles per hour, an engine coming from the coal sheds, and going into the engine sheds, ran

on to the rails on which the passenger train was travelling.

The driver of the passenger engine only became aware of his danger when he was within 40 yards of the single engine, which was concealed from his view by the engine sheds. The driver and fireman of the passenger train jumped off; the guard, who was travelling in the van next to the engine, had no time to apply his breaks. The driver of the single engine remained on his engine, but his fireman, and another man who was on the engine serving out time tables, jumped off.

The driver of the passenger engine was killed on the spot; his fireman, the guard, and an inspecting guard, in the leading van, were bruised and shaken. Two passengers complained of slight injuries.

The driver of the single engine was shaken, but the fireman and the second man on this engine were not hurt.

Both engines were thrown off the rails, and a great deal damaged.

The guard's van was thrown off the rails, and damaged; the second class carriage was also damaged, and the leading wheels were thrown off the rails.

The signals and points at Mirfield Junction are worked from an elevated hut, opposite the junction

points. The signal which controls the engine shed sidings and coal siding is worked in the same hut; but the lever handle that works this signal, as well as the lever handles that work numerous other sidings, are not locked with the levers that work the junction signals and points.

They were made by Messrs. Stevens, and should be thoroughly revised and put in proper order.

The accident on the 30th June does not appear to have been caused by the defect in the locking apparatus. The evidence appears decisive, that the signal which controls the engine shed sidings was not lowered for the driver of the single engine. He appears to have moved out from the coal siding with the intention of returning to the engine sheds (which he could not do without fouling the main line), in direct disobedience of the signal. This driver is now out on bail. He is to be tried for manslaughter. He has been dismissed from the Lancashire and Yorkshire Railway Company's service.

I have, &c.

F. H. RICH,
Lieut.-Col. R.E.

*The Secretary,
Board of Trade,
Railway Department.*

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 20th November, 1868.*

I AM directed by the Board of Trade to transmit to you, for the consideration of the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at Miles Platting Station on the 30th ultimo.

I am, &c.

*The Secretary of the
Lancashire and Yorkshire
Railway Company.* R. G. W. HERBERT.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 16th November 1868.*

IN compliance with the terms of your minute of the 7th inst., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the collision which occurred at Miles Platting Station on the Lancashire and Yorkshire Railway, on the 30th October, between a runaway engine and a passenger train.

This accident resulted in nine passengers being shaken and bruised, and in severe injury to the man in charge of the runaway engine.

On the afternoon of the 30th ultimo, engine No. 275, a six-wheel coupled goods engine, had returned from a journey, and had been (according to custom) left by its driver and fireman in the Miles Platting yard, in charge of Philip Jones, a fire cleaner and engine turner. After taking charge of it he had left it for about half an hour at the coal stage to be coaled, the valves being in middle gear, and the breaks screwed down. He rejoined it at about $\frac{1}{4}$ to 5, moved it back 14 or 15 yards through a pair of points to get it on to another line, put it into forward motion with the steam about half on, and was seen to drop down as dead or in a fit, after the engine had moved forward five or six yards, by a man working a few yards off. This man at first ran after the engine, but on hearing some one say that there was no one upon it, he turned back, thinking Jones must have fallen into an ash pit the engine had passed over. Not finding him there he again turned to pursue the engine, which, however, had now got out of his sight. It was then seen by a

pointsman on duty at the points, through which I should have backed to go to its shed, proceeding along the up or wrong goods line (parallel to the passenger line from Manchester) towards Miles Platting Station, at a speed of seven or eight miles an hour, with no one apparently on it. This pointsman had no facing points under his control, through which he could turn the engine into a siding, but he worked his distant signal towards Miles Platting Station to attract attention, and also signalled to the driver of another engine in the yard to follow the runaway one, which was done. The latter then continued its course along the goods line, which happened to be clear, until it approached Ashton Junction (close to Miles Platting Station), at which the lines for Rochdale and Ashton diverge. The pointsman on duty saw the engine approaching, and at first thought it wanted to come through a pair of points under his control, so as to get on to the up main passenger line, and so back to Manchester, in which case it would have given two whistles; but when it had got a few yards past his box he saw a man lying on the foot plate, face downwards, his feet towards the fire box, and his head among the coals. It was now in the power of the pointsman to turn the engine into the up line either from Rochdale or Ashton. On the line from Rochdale a train was approaching the station; on that from Ashton one was due; but, owing to a curve in the line, and the intervention of the station buildings, the pointsman could not see and was not aware that it had actually arrived. He decided to turn the engine into the Ashton branch, and immediately after having done so, heard but did not see the collision. The Ashton train had left Ashton for Manchester at 4.40 p.m., and had reached Miles Platting at three minutes to five, three minutes late. It consisted of a tank engine, running tank first, and the following vehicles, coupled in the order stated, viz., one third-class break carriage, one second, one first, and three third-class carriages, all fitted with Fay's patent breaks. The train had just got into motion, by the easing of the breaks, (the road being on an incline,) to proceed towards Manchester, when the driver saw the runaway engine coming round the curve about 20 or 30 yards from him. He and his fireman jumped on to the platform before the collision, after which there was a slight rebound, and then engine 275 began pushing the passenger train back until it was stopped by the driver of the latter jumping on No. 275, and turning off the steam. The

speed at the time of collision is stated to have been from 10 to 15 miles an hour; but the lesser amount is probably more like the truth, judging from the damage done to the rolling stock, which was confined to the buffer beam of 275 being splintered and its buffer castings cracked, and in the tank engine to the buffer beam being broken, and to the end plate of the water tank having a hole knocked in it. Some of the bodies of the carriages were started on their frames, but nothing left the road, although the collision occurred on a sharp curve. Jones was found to have been burnt on his thigh by probably having fallen with it against the fire box, and was also injured by coals having fallen on him after the collision. He has been seven years with the Company; four years as stoker, and three as a cleaner and turner. He bears an excellent character, and there is not the slightest suspicion that he had been drunk on this occasion. He is considered a weakly man, but has not been known to have previously had a fit.

The cause of this accident is therefore to be attri-

buted to a fit or sudden illness seizing the man in charge of goods engine No. 275, just after he had put it in motion to take it into its engine shed.

The collision with the passenger train would have probably been prevented, had a pair of facing points leading to a siding, which the engine passed in its course, been weighted to lie open for the siding instead of for the goods line. It might also have been prevented had a cross-over road from the up to the down line on the Ashton branch at Miles Platting Station been under the control of the Ashton Junction pointsman; had it been so he might have turned the engine on to the down line to Ashton.

I would draw the attention of the directors of the Lancashire and Yorkshire Railway Company to the expediency of effecting the two above-mentioned alterations.

I remain, &c.

*The Secretary,
Railway Department,
Board of Trade.*

C. S. HUTCHINSON,
Lieut.-Col., R.E.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 20th January 1869.*

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., on the collision which occurred near Oldfield Road station, on the Lancashire and Yorkshire Railway on the 31st October last.

I am, &c.

*The Secretary of the
Lancashire and Yorkshire
Railway Company.*

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 14th January 1869.*

IN compliance with the instructions contained in your minute of the 18th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 31st October 1868, near Oldfield Road station, on the Lancashire and Yorkshire Railway. Eight passengers are reported to have received slight shakes, cuts, and bruises.

The guard of the passenger train was severely cut in the head, but no bones were broken.

On the 31st October 1868, the 12.45 p.m. passenger train from Manchester to Liverpool consisted of an engine and tender, a horse box, one third-class, one first, two second-class carriages, and a guard's van, coupled in the order given. This train left Manchester three minutes late on the day in question. It stopped at Salford and Oldfield Road stations.

The Hope Street goods sidings are situated about half a mile to the west of Oldfield Road station, on the line to Liverpool. The junction of these sidings with the main line is worked by a signalman from a raised signal hut close to the main line.

The point and signal levers are in the hut, and the approach from the sidings to the main line is guarded by points which lead to a long goods siding.

The distant signal, which protects the Hope Sidings junction on the Manchester side, is situated at the west end of the down platform at the Oldfield Road station.

The guard of the 12.45 p.m. down passenger train from Manchester to Liverpool did not get out of his van while his train stopped at Oldfield Road station. He was engaged in handing out parcels to the porter on duty, and it appears that this latter gave the engine driver the signal to start as soon as he had received all the parcels,

The engine driver started his train without observing the Hope Street junction distant signal (which was in danger) close in front of him, at the end of the platform.

He does not appear to have kept any look out until he arrived close to Hope Street junction, and found himself within about 50 yards of a London and North Western Company's goods train, which was standing on the line, waiting to shunt back into the Hope Street sidings.

A Lancashire and Yorkshire goods train was close in front of the London and North Western train, and was in the act of being shunted into the Hope Street sidings at this time.

The Lancashire and Yorkshire train consisted of an engine and tender, and about 40 goods waggons; and the London and North-Western train consisted of an engine and tender and three lime waggons. As before said, the junction signals were at danger, but the driver of the passenger train did not notice the signals or the trains in front of him until he was close to the London and North Western goods train. He reversed his engine, the fireman put on the tender break, but the passenger train struck the London and North Western train at a speed variously estimated at 5 to 15 miles per hour. The passenger carriages became uncoupled from the engine, but none of the vehicles of this train left the rails.

Two or three of the passenger carriages were slightly shifted on their frames.

One goods waggon in the Lancashire and Yorkshire train was knocked off the line, and some slight damage was done to the London and North Western train.

The accident was caused by the neglect of the engine driver of the passenger train, who does not appear to have been thinking of what he was doing. He bears a good character, and has been 12 years a driver in the Lancashire and Yorkshire Company's service.

The fireman of the passenger train stated that he was coaling, and the guard stated that he was attending to his parcels at the time. Neither of these men observed the signals. Several accidents have occurred lately on the Lancashire and Yorkshire railway in consequence of their drivers disregarding signals. I recommend that drivers who so grossly neglect their duty should be severely dealt with. Although the signal arrangements do not appear to have caused the present accident, it would be desirable that the locking apparatus should be applied to all junctions like Hope Street.

I have, &c.

*The Secretary,
Board of Trade,
Railway Department.*

F. H. RICH,
Lieut.-Col., R.E.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),*

Whitehall, 11th August 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the London and North Western Railway Company, the enclosed copy of a report by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances attending a collision that occurred on the 13th July at Grayrigg Station on the Lancaster and Carlisle Section.

I am to express the hope of the Board of Trade that Colonel Hutchinson's recommendations will receive the careful consideration of the Directors.

I am, &c.

R. G. W. HERBERT.

*The Secretary of the
London and North Western
Railway Company.*

*Board of Trade
(Railway Department),*

Whitehall, 8th August 1868.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, that I have, in compliance with the instructions contained in your minute of the 25th ult., inquired into the circumstances attending a collision which occurred on the 13th ult. between a passenger train and a portion of a goods train at Grayrigg Station on the Lancaster and Carlisle Section of the London and North Western Railway. Six passengers are returned as having been more or less injured, the worst case being a concussion of the brain.

At Grayrigg Station the direction of the Lancaster and Carlisle Line is about north and south. Immediately adjoining the station the line is level, but about 200 yards to the north of the platforms it falls to the northward for some distance at the rate of 1 in 200, and also curves away in a cutting first to the eastward and then to the westward. About 100 yards north of the platforms there is a cross-over road, and 200 yards further north a goods siding leaves the down or westward line with falling points.

The station is provided with the usual signals, the up distant signal being about 130 yards north of the goods siding points, and visible for about 580 yards from an approaching engine. There is also another up or north distant signal worked from the goods siding points, and about 485 yards from them, and visible to an approaching engine driver for about 240 yards only, it having been kept low to enable it to be seen as far as possible under an over-bridge which crosses the line 165 yards north of it.

At 12.50 p.m. on the 13th ult. a goods train from Carlisle arrived at Grayrigg Station about 15 minutes late. It consisted of an engine, tender, 36 full and empty waggons, and a break van with guard. At Grayrigg it had to leave a coal waggon, the third from the engine, and take up five empty waggons. The train came to a stand on the up or East line with the van just opposite the goods siding points, all the signals being put to danger, to protect the shunting which was to take place. The engine and three front waggons were then separated from the remainder of the train; and during the shunting operations which ensued three of the empty waggons which were to be attached got off the line at the cross-over road, fouling both up and down roads, thus causing a detention in the departure of the goods train. Grayrigg not being a telegraph station, notice of the block could not be given to the stations north and south of it.

The 11.30 a.m. passenger train from Carlisle left Tebay at 1 p.m. (correct time) for Oxenholme, not having to stop at either of the intermediate stations (Low Gill and Grayrigg). The distance from Tebay to Oxenholme is 13 miles, and this train is allowed 20 minutes for performing it, requiring an average speed of 39 miles an hour, including starting and stopping.

The train consisted of an engine (6 ft. 6 in. driving wheel, four wheels coupled) and tender, carriage truck, three composites, two third-class carriages, and a guard's van. There were the usual breaks on the tender and van, which were stated to have been in good working order. On approaching Grayrigg at a speed of about 45 miles an hour, the north or goods distant signal was seen at danger, both by the driver and the locomotive foreman of the Tebay district, who happened to be on the engine. They both agree in stating that steam was immediately shut off, the tender breaks applied, and the guard's breaks whistled for. The driver further declares that he also reversed and put steam against his engine as promptly as possible; but in this he is contradicted both by his own fireman and the locomotive foreman; the latter of whom states that he commenced reversing at the north distant signal post, and continued gently turning the wheel until the engine was in back gear, but did not put on back steam until nearly opposite the second distant signal post, *when the van of the goods train became visible* at a distance of about 150 yards. The guard states that he did not hear the whistle for his break till he had passed the north distant signal post, and that he then put it on hard. The result was that the speed of the train was reduced 5 or 6 miles an hour on the collision occurring between the engine and the van of the goods train. The injury to the rolling stock was inconsiderable. The buffer plank and lubricator of the engine, and a buffer casting of one of the 3rd-class carriages, were broken, but the engine was able to take the train on to Preston, and to go to work the next day. In the goods train, the van (which had its breaks on, and had been moved forward by the collision about 5 yards) had its rear axle bent and buffer plank cracked, and the front waggon was thrown off the line. The driver and foreman both stuck to the engine and received no injury, nor did the fireman, who jumped off before the collision took place. As before stated, six passengers are returned as having been injured.

There is little doubt but that this collision would have been avoided, had the driver used smartly *all* the means at his disposal for stopping when he first saw the distant signal at danger. From this point to the van the distance was about 720 yards; and, judging from the result of Colonel Yolland's experiment in 1858, one would have thought that with a train consisting only of 7 vehicles, going up an incline of 1 in 200 at a rate even of 50 miles an hour, the application of the ordinary breaks would in this distance have brought it to a stand. The rule (No. 28) of the Company is positive as to the duty of a driver to stop at a distant signal at danger, and then draw gradually inside it until he sees the obstruction ahead. This, however, is a rule more honoured in the breach than the observance; and until companies see fit both to enforce its observance, and to place their signals in such a position that it can be obeyed, accidents such as the present one must be liable to occur.

On travelling to the South after holding the inquiry into this accident, I went upon the engine from Lancaster to Crewe, and in this distance we passed three distant signals at danger. On sighting two of them the driver shut off steam and reduced his speed, but had no intention of stopping until he saw that there was really some impediment in his way. In each of these two cases it turned out that the signal was at danger owing to the wire being slack from the heat of the weather; but of this the driver was of course ignorant at the time, and his treatment of these distant signals may, I should imagine, be taken as a fair indication of the way in which rule No. 28 is generally obeyed. In the case of the third distant signal a little north of Preston station, the driver informed me that it was always at danger, and was consequently never attended to, points which certainly merit inquiry.

As regards the north distant signal at Grayrigg, it is at present almost impossible for a driver to pull up at it when travelling at a high speed, it being visible to an approaching train only for about 240 yards. A new and higher signal should be erected 200 or

300 yards further north; the present one, or the second distant signal, being used as a repeater.

I have, &c.,

*The Secretary,
Railway Department,
Board of Trade.*

C. S. HUTCHINSON,
Lieut.-Col., R.E.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 3rd October 1868.*

SIR,

I AM directed by the Board of Trade to transmit to you, for the early and careful consideration of the directors of the London and North-Western Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred on the 20th August to the Irish mail train near Abergele on the Chester and Holyhead section of the London and North-Western Railway, and to request that you will, as soon as possible, forward to the Board of Trade any observations which the Directors may have to offer on the subject.

I am, &c.

The Secretary of the ROBERT G. W. HERBERT.
*London and North-Western
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 14th September 1868.*

SIR,

IN compliance with the instructions contained in your minute of the 21st ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 20th August 1868, between Abergele and Llandulas stations, on the Chester and Holyhead section of the London and North-Western Railway.

Thirty-one passengers in the Irish down day mail train, one of the guards, and the fireman of the mail train were killed in this appalling accident.

A train, commonly called the "Pick-up goods," left Crewe for Holyhead on the morning of the 20th ultimo.

Two waggons, containing 50 casks, in all about $7\frac{1}{2}$ tons of paraffin oil (the igniting point of which was 137°) were attached to the train at the Flintshire Oil Works, at Saltney wharf, which is about three miles to the west of Chester.

The trucks containing the oil were placed at the tail of the goods train, directly in front of the guard's van, which was the last vehicle of the train.

This train did what work was required at the various stations on the road, and arrived safely at Abergele at 12.5 p.m.

Some of the waggons were shunted at Abergele, and the train left that station at its proper time, 12.15 p.m. On leaving Abergele for Llandulas the train consisted of an engine and tender, 26 empty, 17 loaded waggons (the two last holding the oil), and a guard's van at the end of the train, with two breaksmen in it.

It arrived at Llandulas about 12.24 p.m. The engine came to a stand at the east end of the down platform, opposite to the station signal. According to the evidence of the driver of the goods train and of the Llandulas station master, the last-named was standing close to the signal post when the engine of the goods train stopped.

The station master's son, acting under his father's orders, appears to have put the station signal, as well as the down distant signal, to danger; as soon as the goods train arrived.

About 43 yards east of the east end of the down platform at Llandulas station there are points on the down line, which lead to lime sidings at the south side of the main line.

The lime sidings are named Llysfaen sidings, and they belong to the London and North-Western Railway Company. They are worked under the directions of the Llandulas station master, and form a part of the station.

One lime siding is 950 feet long, measuring eastwards from the points on the main down line, and if it is empty it affords 768 feet of clear road for waggons to stand on. There is a loop line at the south side of this siding, which affords 300 feet more of clear road for waggons to stand on. These sidings are level and are guarded with a blind siding.

The main line at Llandulas station is on a gradient of 1 in 660, falling towards Abergele. This gradient extends to a point about 206 yards east of the east end of the station platform. The gradients towards Abergele for the next 66 yards are, 1 in 208, 1 in 147, 1 in 119, and 1 in 109; for the next three-quarters of a mile the gradient is 1 in 100, and for the next mile, 1 in 412. All these gradients are falling towards Abergele.

On the day of the accident, there were some waggons standing on both of the Llysfaen sidings when the pick-up goods train arrived, consequently there was not room for the whole of the goods train on either siding; but the sidings conjointly would have held the train. As the Irish down mail was due to pass Llandulas station at 12.39 p.m. the goods train should have been pushed back into the siding immediately on its arrival at Llandulas station, and the train should have been divided between the two sidings after the tail end had been pushed back into one of the sidings. It was the station master's duty to direct the guard of the goods train to do this, if the guard did not do it of his own accord, in accordance with the rules of the London and North-Western Railway Company.

Both these men appear to have disregarded the Company's rules, which direct that "goods trains, "when likely to be overtaken by a passenger train, "must be shunted at stations where there are fixed "signals at least ten minutes before such passenger "train is due."

The Llandulas station master proceeded to the sidings and held the points; the junior breaksmen got down from his break, uncoupled the six last waggons and van of the goods train, and gave the engine driver the signal to move ahead with the rest of the train. The six waggons that were left on the main line with the guard's van were all loaded, and were then standing on inclines varying from 1 in 147 to 1 in 100. The senior breaksmen stated that he put his break hard on, and left the break van immediately after the junior breaksmen had got out. He then proceeded towards Llandulas station, to assist in the shunting. As soon as the engine driver had pulled the rest of the train, which had been detached from the waggons which were left on the main down line, clear to the front of the lime siding points, the junior breaksmen signalled to the engine driver to stop. The junior breaksmen then unhooked 8 or 10 empty waggons, which at this time were the last of the goods train, and signalled to the driver to push back. This being done, he again signalled to the driver to stop, before the waggons that were next

to those that were last detached had reached the lime siding points. The 8 or 10 empties were by this movement fly-shunted into the lime sidings, the station master holding the points.

The senior breakman next uncoupled the three waggons that remained, last of those that were still attached to the engine. The centre waggon of these three was loaded with timber, and the waggons before and behind it were attached as check waggons, to prevent the ends of the timber from injuring the waggons of the train next to them.

The engine driver again got a signal from one of the breaksmen—I could not ascertain which—to push back and to stop, and these three timber waggons were sent back or fly shunted along the main line towards the six others, that had been left on the main down line about 240 yards to the east of Llandulas station platform.

The engine driver again got a signal to pull ahead and stop; eight more waggons were detached, and the driver then got the signal to push back, and this fourth lot of waggons was pushed into one of the lime sidings.

The engine driver noticed the timber waggon with the two checks strike the six waggons on the main line, while he was shunting the fourth lot of waggons into the siding. He saw the whole lot move off down the incline towards Abergele, and noticed the senior breakman running after them.

He stated that when he saw the senior breakman the latter was about 30 or 40 yards from the last three waggons that were sent down the main line; but that the whole of the waggons seemed to be gaining on the breakman, and, as the runaway waggons went out of sight round the curve where the down distant signal is fixed, he perceived that it was impossible for the breakman to overtake them. The senior breakman signalled to the engine driver, and the latter inferred from the signal that the breakman wished him to run the engine after the trucks; but before the driver could get ready to do so, the breakman was returning and was signalling to the goods engine driver to stop. The breakman at this time had heard the down Irish mail strike the runaway goods waggons.

The Irish day mail left London two minutes late on the day in question. It arrived at Chester two minutes late. The engine and front van were detached at that station, so that the Chester portion of the train might be added to the front end of the train. Four carriages were put on at Chester.

The train left that station at 11.47 a.m., four minutes late. It consisted of an engine and tender, a guard's van, two first-class, a composite, and a second-class carriage. These four carriages formed the Chester portion of the train. Next came the post office van and tender, a luggage van, a first-class, three composite carriages, and a guard's van at the tail. This train is not timed to stop between Chester and Holyhead.

On the day in question it ran past Abergele station at a speed of about 40 miles per hour. It was five minutes late when it passed Abergele, viz. at 12.39 p.m. instead of 12.34 p.m. When it got about $1\frac{1}{2}$ miles beyond that station, the engine driver (Arthur Thompson) noticed some waggons a short distance in front. He could not see more than about 200 yards forward, owing to a cutting and the reverse curve in the line at this place.

He thought at first that the waggons in front were on the up line of rails, but immediately afterwards he perceived that they were running towards him on the down line on which he was travelling. He shut off steam. He stated that his fireman saw the danger as soon as he did, and applied his break. Thompson then prepared to jump off and called to his fireman, "For God's sake, Joe, jump; we can do no more!"

Thompson jumped just before his engine struck the waggons; he landed safely, but was struck down by some splinters that hit him in the head and leg. His fireman did not jump, and Thompson stated

to me, that the only cry he heard was from his fireman, as he himself alighted on the ground, and that he did not hear a single cry from any passenger in the train.

The engine, tender, guard's van, and three front carriages appear, from the evidence of the most trustworthy as well as of the majority of the witnesses, to have been enveloped in dense smoke and flames instantly after the collision, and the fourth carriage and the front of the post office van appear to have become so enveloped in a few moments afterwards.

The engine driver, who said that he never lost his senses, stated that immediately after the collision it would have been dangerous, if not impossible, to attempt to reach any of the carriages in front of the post office van, and that the smoke and fire proceeding from thence and from the oil prevented his trying to uncouple the post office van from the Chester portion of the train. The driver bore out the evidence of a platelayer's wife (Mrs. Dicken) in saying that while he was uncoupling the carriage next behind the post office tender, he overheard some words from a lady in the front part of the train, who was addressing Mrs. Dicken.

The words quoted by the driver as those that he overheard were different from the words quoted by Mrs. Dicken. Judging from the evidence of Mrs. Dicken herself, as well as from that of several gentlemen who were passengers by the train, who appeared much more competent to give a clear account of the events than either Mrs. Dicken or the engine driver, there seems to be no doubt that the woman was mistaken in the position of the carriage in which the lady and the children to whom she spoke, were riding. There is every reason to believe that all the passengers in the Chester portion of the train, as well as the guard in the front van and the fireman, were rendered senseless in a few moments, either from the shock or from the fumes of the paraffin oil. The collision must have splashed the oil over and about all the carriages in front of the post office van, and the oil must have been instantly ignited by the fire and the heat of the engine, which ran on about 30 yards, before it fell over on its left side on the south bank of the cutting.

The tender was thrown some distance in front of the engine, and was turned end on and fell on its right side, with its wheels foul of the up line of rails. The wheels of what was supposed to be the guard's van of the goods train, were found between the engine and tender. The guard's van of the passenger train and the leading wheels of the first carriage of this train were the only coaches of the mail train that appear to have got off the rails; these and all the other Chester carriages were completely burnt. An entangled mass of iron work at the north side of the up line was all that remained of the three goods trucks that had been thrown off the rails by the collision and which were burnt. The other six goods trucks that ran down the incline were found on the rails and taken away.

The bodies of the 33 unfortunate victims can only be described as charred pieces of flesh and bone.

The driver of the passenger train estimated the speed of his train at 28 to 30 miles an hour at the time of the collision, and, judging by the time and the evidence, I think that the speed of the loaded waggons must have been from 12 to 15 miles per hour, when they met the engine of the mail train.

The guard in the van at the tail of the mail train was knocked against his break wheel and stunned by the collision; many of the passengers were no doubt much cut and shaken, but I was informed that no bones were broken, and the passengers that gave evidence at the coroner's inquest spoke of the collision as being slight.

There is no doubt that the speed of the train must have been considerably checked by the incline and the tender break before the collision took place, and, as the mail train met the goods waggons on a curve, the leading vehicles probably received the great force of the concussion.

The passengers in the after part of the train were taken back to Abergele, about half an hour after the collision. The up line was cleared, and the up Irish mail train, which had been stopped at Llandulas, as well as the Irish down mail, started on their respective journeys, about six o'clock the same evening.

The immediate cause of this catastrophe was the neglect of the senior breaksman of the goods train, who left the six loaded waggons and van, which formed the end of his train, standing on the down line of rails, on an incline varying from 1 in 147 to 1 in 100, without having taken *sufficient* precautions to secure the waggons remaining where he left them. He stated that he put his break "hard on." There is no doubt that he put the break on, as the waggons would not have remained a minute where he left them if he had not done so; and there can be no doubt that they did remain where he left them until the timber waggon with its two checks was fly-shunted against them.

I believe, moreover, that the man left his break hard on, but he did not put on any of the breaks of the other six waggons that were left on the main line with the break van.

The shaft of the break, with the cog wheel, was found after the accident, and three of the cast iron cogs were broken short off. I am of opinion that these fractures were made by the blow of the timber trucks, and not by the collision with the engine of the down mail train.

My reason for this opinion is, that, as it is perfectly certain the break must have been on when the senior breaksman left his van, so it is equally certain that the blow of the timber waggons must have taken the break completely off, as the six waggons and guard's van, that were leading all the way down the incline, gained throughout on the timber waggons that were following; whereas, if the break had remained on ever so slightly the timber waggons must have caught the other waggons. As the break was not on at all, at the time of the collision with the mail train, it is not so probable that the cogs of the break wheel would be affected by the blow. The cogs appeared to have been decidedly broken by a blow, and not by being run over in the accident.

There was no chain or other means of fixing the break wheel in the break van of the goods train, and there had been none for three years, probably never. I do not believe that the want of such a fastening caused or even assisted in causing the present accident; but I suggest that some means of fastening the breaks should be considered an absolute necessity in all break vans. As chains can be supplied for about 3*d.* each, it is hard to conceive a reason why the companies neglect those universally well-known precautions.

The secondary cause of the accident was the fly shunting of the timber waggons down the incline at such a speed as to damage the break and to start the six loaded waggons.

The engine driver of the goods train could not have been aware of what he was required to do when he pushed the timber waggons back. He was driving his engine backwards and forwards in accordance with the hand signals from each of the breaksmen. The senior breaksman unhooked the timber waggons, but it is not in evidence which of the breaksmen gave the signal to the driver to push back. There is no doubt that the senior breaksman, as he was on the spot, should either have let down the waggon breaks, and thus delivered the timber trucks quietly on to the others, or he should have directed the junior breaksman to do so.

No shunting should have been done before the mail train had passed Llandulas station, and, before commencing to shunt, the senior breaksman should have secured that part of his train which he was obliged to place on the main line, by pinning down the breaks which are placed on all the London and North-Western Railway Company's waggons; in addition to having put on the break of his own van.

He should also have remained with that part of his train.

The station master at Llandulas was very culpable in not having directed the senior breaksman to put the goods train into the sidings as soon as it arrived at the Llandulas station.

So far the three men are seriously to blame, and their neglect has been the immediate cause of the accident, but men of that class cannot be expected to do their duties well if the railway companies do not give them the most convenient and best appliances, and do not look after them strictly and enforce their own regulations.

In the first place, the regulations which time two goods trains to start from Abergele towards Llandulas, between which stations there is an incline of 1 in 100—the one train to start at 12.5 p.m., and the other at 12.15 p.m., when an express, such as the down Irish Mail is due to run past Abergele, on the same line of rails, at 12.34 p.m. (the up mail being due at Llandulas about the same time) and which further direct the 12.15 p.m. goods to shunt for the down mail train at Llandulas station, which is near the top of the incline, are much to be condemned.

2nd. Llandulas station and Llysfaen sidings were not constructed when this section of the Chester and Holyhead Railway was first opened. They have never been inspected by a Government officer, or been approved of by the Board of Trade.

They are quite unfit, in extent and means of safety, for the work that appears to be usually done there. It appears that sometimes these sidings contain 29 to 30 waggons of lime, coals, &c., and at such times goods trains of 40 to 50 waggons, may be required to shunt there. A siding, long enough to contain the longest train that is ever sent there, should be made, in addition to the present sidings, so that no shunting need ever be done on the passenger lines; and the block telegraph should be put strictly in force on the Abergele and Llandulas section, and on all other parts of the line that are in any way similar to it. If the block telegraph system had been in use and strictly carried out, this accident could not have occurred.

My report, dated 14th January 1867, on the Park Lane colliery accident near Wigan, gives another case which shows how extremely careless the London and North-Western Railway Company are as to the safety of the trains on their main lines. Such great defects as existed near Wigan, where the cost of alteration could not be pleaded as an excuse, show a great deficiency in the organization of the system, and appears to call for more decided control over the actions of the railway companies.

3rd. The London and North-Western Railway Company appear to have a very lax system of supervision. The company appear to have no person in the office of travelling or stationary inspector, to look after the guards, instruct them in their duties, and to see that they perform them.

4th. I am of opinion that explosive and inflammable goods, such as gunpowder and paraffin oil, &c., should be sent by special trains, at special times, and under special guards, with special instructions. They are now sent by ordinary goods trains, subject to all the risks of shunting and the breakdowns of such trains. The guards and station masters confess that they do not think any more about these dangerous materials than of any other goods in the train.

The explosion of the gunpowder van on the Lancaster and Carlisle section of the London and North-Western Railway in February 1867, together with the present accident, would seem to call for some special regulation relative to the conveyance of dangerous goods, and I should think that the profits on the traffic would improve if the expense of special arrangements was incurred.

5th. Locking the doors of railway carriages, appears to be a matter which is very justly giving great offence; and as the locking of both doors un-

doubtedly prejudices the safety of persons travelling, I submit that it should be prevented.

There is no doubt that the doors of all the carriages of the down Irish day mail train on the 20th ultimo were locked on the off side; but it seems equally certain that at the most only two were locked at the near side in the London portion of the train. Twelve of the doors in the Chester portion were unlocked. It is probable that they all were unlocked at the near side. I submit that no doors should be locked.

Lastly, I fear that it is only too true that the rules printed and issued by railway companies to their servants, and which are generally very good, are made principally with the object of being produced when accidents happen from the breach of them, and that the companies systematically allow many of them to be broken daily, without taking the slightest notice of the disobedience.

The breach of the regulation which led to this sad accident, (viz. shunting within 10 minutes of the arrival of a passenger train) may be observed constantly at stations. Another very excellent regulation, that when a train breaks down the guard shall go back with a danger signal, is one that is seldom observed, unless the breakdown is such that the train is likely to be detained for some time.

The rule that is now partially changed, but which still exists on many lines—that drivers shall pull up outside the distant signals when they are at danger—is, I may say, never observed.

The regulation and publicly exhibited notice relative to feeling railway servants is equally publicly disregarded.

Guards of the highest class may be seen daily carrying boards to supply passengers with, for the purpose of enabling them to lie down in the carriage, on the secure understanding that they will be rewarded for their trouble; and the practice of treating railway servants in the refreshment rooms, which is fast increasing, will bring with it its chapter of accidents. Four or five porters may constantly be seen racing after one railway carriage door, where they have

recognised a passenger well known to themselves to be liberal.

The permitted breach of this regulation may at first sight appear trifling as regards the safety of the passengers, but it is not so. The guards are employed in looking after their interests, instead of seeing after the organization and fittings of the train of which they are about to take charge. The porters are equally engaged in watching their interests, instead of attending to their duties and getting the train ready to start at its proper time. The consequence is that the train starts behind time, and is often delayed at intermediate stations from the same cause. Accidents (if they can be so called) are the result. Although the Abergele catastrophe could not have been averted by the train being in proper time, instead of being five minutes late, it might have been much less fatal in its results. The mail train would have been quietly standing by the distant signal when the trucks ran down the incline, instead of rushing to meet them at 40 miles per hour. The trucks, also, would have been moving at far less speed, and the paraffin casks might not have been broken by the collision.

I must disavow any intention of taking advantage of this sad calamity to be severe on the London and North-Western Railway Company. I believe that their line is one of the best in this country, and that its general management and arrangements are as good, on the whole, as those of any of the other lines. But I desire to take advantage of the attention which this deplorable event will attract to bring before railway companies what I conceive to be the great defect in their systems, and which has led to most of the accidents I have inquired into, viz., a want of discipline and the enforcing of obedience to their own rules.

I have, &c.

F. H. RICH,
Lieut.-Col. R.E.

The Secretary
(*Railway Department*),
Board of Trade.

LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 6th November 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the directors of the London and North-Western Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred to a passenger train on the 14th September last at the Edgehill station of the London and North-Western Railway.

I am, &c.

C. CECIL TREVOR.

The Secretary of the
London and North-Western
Railway Company.

Board of Trade
(*Railway Department*),
Whitehall, 28th October 1868.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, the result of the inquiry I have made, in compliance with the terms of your minute of the 22nd ult., into the circumstances attending a collision between a passenger train and two tunnel-breaks, which occurred at Edgehill station on the London and North-Western Railway on the 14th ult. Two passengers are stated to have been slightly bruised by this collision.

Edgehill is the station next to Liverpool on the Liverpool and Manchester line, and is situated at the

top of an incline, $1\frac{1}{2}$ miles long, which descends at 1 in 70, in a tunnel, to the Lime Street station, Liverpool. In consequence of deficient ventilation in the tunnel, it is customary to work trains through it without engines; those with the down trains to Lime Street being detached at Edgehill and run into a siding there, the trains being controlled in their descent by one or more powerful break waggons, (called tunnel-breaks) which take the place of the engine in front of the train; and the up trains being drawn up to Edgehill by a wire rope and stationary engine.

The train to which the accident occurred was a local train running between Rainhill and Liverpool; it consisted of an engine and tender (running tender first), two break carriages, one at each end of the train, and five other carriages. A guard was riding in the front break carriage, which and the two adjoining carriages were supplied with patent continuous breaks. There was no guard in the rear break carriage.

The previous up journey from Liverpool to Rainhill had been performed with perfect regularity, and all had gone right on the return journey as far as Broad Green (the station next to Edgehill and about two miles from it), the driver stating that the guard had pulled them up rather short at some of the stations. On approaching Edgehill the driver states that he shut off steam half a mile from it, when his speed was about 30 miles an hour; that at about a quarter of a mile from the platform his fireman began applying the tender breaks; that when about 100 yards

from the platform (the speed being about 15 miles an hour), he looked round to see if the guard was at his break handle, and gave him a signal to slacken speed, which he appeared to obey; but that no effect being produced upon the speed, he, when about half way up the platform, reversed and put steam against his engine, the tender breaks having been meantime applied as hard as possible. By these measures the speed was somewhat reduced, but the train overran the platform and was turned by the pointsman at the down end of the down platform, through a pair of points, into a siding (on the same incline as the main line), in which the tunnel-breaks are kept, and into which the engines run after being detached from the down trains. There were two breaks standing in this siding at the time, some yards apart. The train ran into the first of these at a speed of probably 10 miles an hour, knocked it back against the second, the whole being finally brought to a stand by the latter reaching the rock face at the end of the siding. The driver jumped off before the tender struck the first break, the fireman after it had done so; neither receiving injury. The only damage done to the train was that the buffer castings of the engine were broken. The pointsman turned the train into the siding, as there was a tunnel-break standing on the main line, ready to take this train down the incline into Lime Street; and, all things considered, he probably acted wisely in so doing.

The cause of this accident is, then, to be attributed to the failure of the guard in applying his breaks as the train was approaching Edgemoor. He acknowledges that he did not do so, and attributes his failure

to his having been unable to turn the break handle, which had got fixed. No complaints had been made about this break before, and it was tried by the station master immediately after the collision, when the wheel was found loose and free to work, having been probably unfixed by the collision. The same break had been in use after the collision till the period when I made my inquiry, when it appeared to be in perfect order. It is therefore fair to suppose that the guard must, owing to nervousness or some other cause, have turned the wheel the wrong way, and have thus got it jammed. This is the more probable, as he was not a regular guard, but a porter at Lime Street occasionally employed as acting guard both with local and other trains, and had worked a train to Rainhill and back with patent breaks, only three or four journeys, the last occasion being about 12 months ago. He has been dismissed from his situation. This accident points out the importance of employing only experienced guards with trains having continuous breaks, as it is impossible but that drivers will depend upon them to a great extent in enabling them to control their trains. The driver was in this case approaching a dangerous point, such as the Lime Street station, at too great a speed; knowing the danger of overrunning, he should have kept the control of the train in his own hands; he is therefore, I think, by no means free from blame.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

C. S. HUTCHINSON,
Lieut.-Col.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 10th November 1868.*

I AM directed by the Board of Trade to transmit to you for the consideration of the directors of the London and North-Western Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred on the 14th September last at the Windermere station from a passenger train coming into slight collision with a pair of buffer stops.

I have, &c.

*The Secretary,
London and North-Western
Railway Company.*

*1, Whitehall, S.W.,
3rd November 1868.*

SIR, I HAVE the honour to report, for the information of the Board of Trade, the result of my enquiry, ordered by your minute of the 21st September, into the circumstances attending a collision of a passenger train with a pair of buffer stops at the Windermere station of the London and North-Western Railway on the 14th September.

Four passengers and some children are returned as having been slightly injured by this collision.

Windermere is a terminal station situated at the foot of an incline of 1 in 75, $1\frac{1}{8}$ mile long, which terminates 200 yards from the buffer stops at the end of the platforms, this latter portion being level. The trains on the Windermere branch have as a rule two break vans, one in front and one in rear of the train, the guard in charge occupying the rear van. Prior to this accident it had been customary to stop incoming trains from 100 to 150 yards from the foot of the incline. The engine there left the train, and ran through facing points into its shed; and as soon as it had cleared the points the breaks of the passenger train were eased off, and the train allowed to

acquire, on the remaining portion of the incline, sufficient velocity to carry it over the level part of the line up to the platform. If there was only one guard with the train it was the duty of the foreman porter in the yard to take charge of the front break from the point at which the engine had been detached, but the rear guard was still considered responsible for the safe working of the train. On the day in question the train to which the accident happened was due at Windermere at 4.35 p.m., and was marshalled in the following order, viz., engine and tender, one third-class break carriage (in which the foreman porter at Windermere travelled from the junction at Oxenholme), one second-class, one third-class, one first-class, one composite, one third-class break carriage, four composites, one first-class, one second-class, and a break van with the guard in charge of the train, 13 vehicles in all.

It is stated that the train came to a stand at about 100 yards from the foot of the incline, where the engine left it; that the front and rear breaks were soon after eased off to allow the train to start, which it did at a steady pace; and that no danger was apprehended till the front break was nearing the platform, when both guards, becoming aware that the speed was too great, tried to pull up, by using all their break power, but were unable to do so in time to avoid a slight collision with the buffer stops. It is stated to have been hardly felt in the rear van, and that there was no rebound of the carriages. The buffer stops were not injured, nor was any damage done to the rolling stock or permanent way.

The cause of the accident appears to have been mainly a deficiency of break power for the control of a train of 13 vehicles. A train of this size would have been usually provided at the junction with two heavy break vans, one in front and one in rear, but by some carelessness of the foreman porter at Oxenholme, a light break carriage had been put on in front on this occasion.

Since this accident orders have been issued that the engine is not to be detached from the train till about

50 yards from the foot of the incline, but it would be far better to allow the engine (as is done occasionally) to take its train right into the station, for which there are the necessary facilities. If, however, the directors see fit to continue the present practice, it seems most desirable that the guard in the

front van should be responsible for the safety of the train after the engine has left it.

I have, &c.

*The Secretary,
(Railway Department),
Board of Trade.*

C. S. HUTCHINSON,
Lieut.-Col. R.E.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR,

Whitehall, 12th November 1868.

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the London and North-Western Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., of his inquiry into the circumstances connected with the accident which occurred to the up Irish mail train at Tamworth on the 16th September last.

I am, &c.,

*The Secretary of the
London and North-Western
Railway Company.*

R. G. W. HERBERT.

*Board of Trade
(Railway Department),*

SIR,

Whitehall, 6th November 1868.

IN compliance with the instructions contained in your minute of the 28th September, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the accident which occurred on the 16th September at Tamworth Station, on the London and North-Western Railway, from the up Irish day mail train coming in contact with a piece of timber which was lying between the rails of the up line.

It appears that on the day in question (and for some days previously) a foreman and some workmen of Messrs. Saxby and Farmer, the signal contractors, were engaged in the erection of locking apparatus at both the north and south ends of Tamworth yard. In the course of these operations, on the afternoon of the 16th September, a large hole had been excavated near the north signal box for the reception of a lever frame; the earth from this had been heaped up to some height between the signal box and the up line, thus obstructing the signalman's view of the latter in his immediate neighbourhood. At about a quarter to four, on the approach of the Irish mail being gonged from the junction box, the signalman

called out to the workmen round him that the Irish mail was coming. He stated that he had been all round his box a short time before, and had then seen that the up line was clear, but that just before the mail came up he caught sight of one end of a log of wood lying in the 4-foot, although too late to have it removed or to caution the driver. On the mail train, which was travelling at the rate of about 45 miles an hour, passing the log, the engine was felt to give a smart jump, and on the driver turning round to see what was the matter he saw dirt and dust flying. He immediately took every means for stopping, which was done in about 400 yards, and it was then found that the log had first struck the damper of the engine, next the water apparatus of the tender, and had then knocked half the bottom out of the front break van, where part of it remained sticking. The guard was in the back of the van, and escaped without injury.

The log of wood is stated to have measured 6 feet long by 14 inches by 7 inches, and to have been thrown into the centre of the up line, parallel to the rails, with its 14-inch face on the ballast (which was here very high), by one of the workmen, just before the mail came up, the foreman being absent at the time.

It appears to me that no signal operations in close contiguity to lines upon which traffic is running ought to be carried on without the constant presence and supervision of a responsible officer of the permanent way department. In the course of this inquiry I was informed that signal operations were occasionally commenced before it was possible for proper arrangements to be made for their supervision. The occurrence of this accident will, I trust, direct the attention of the Company to the necessity of a more vigilant oversight of works of this nature.

I remain, &c.,

*The Secretary,
Railway Department,
Board of Trade.*

C. S. HUTCHINSON,
Lieut. Col. R.E.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR,

Whitehall, 17th November 1868.

I AM directed by the Board of Trade to transmit to you, for the consideration of the Directors of the London and North-Western Railway Company, the enclosed copy of the Report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at Holywell Station on the 16th September last.

I am, &c.

*The Secretary of the
London and North-Western
Railway Company.*

R. G. W. HERBERT.

*Board of Trade
(Railway Department),*

SIR,

Whitehall, 4th November 1868.

IN compliance with the instructions contained in your minute of the 23rd September, I have the

honour to report the result of my inquiry into the circumstances attending the collision which occurred on the 16th September at Holywell Station, on the Chester and Holyhead section of the London and North-Western Railway, from a passenger train running into a portion of a goods train.

One passenger is returned as having been slightly shaken by this collision.

Holywell Station is 16½ miles from Chester; it has sidings and cross-over roads at both ends of the station yard, and is provided with the ordinary home and distant signals. The man who works these signals has a hut on the level of the ground at the east extremity of the yard, close to a level crossing of which he has charge. He is thus close to the points of the sidings and cross-over roads at the east end of the yard, but nearly 400 yards from the furthest of those at the west end of it.

The line, both at the station and for some distance east and west of it, curves away in a south-westerly direction.

The signalman, therefore, though well placed as regards his work at the east end of the yard, is far too distant from the west end to be properly informed of what is going on there.

On the 16th September the 9.50 am. up goods train from Holyhead to Chester reached Holywell with 35 full and 11 empty waggons and a break van, at 3.10 pm., half an hour late; it was closely followed by the 1.15 pm. up passenger train from Bangor, due at Holywell at 3.5 pm. On the arrival of the goods train, the acting station master (the regular station master being on leave) ordered the driver to back his train through the cross-over road at the west end of the yard on to the down line, to allow the passenger train to draw up to the platform, and then precede the goods train on its way to Chester. (His reason for not ordering the goods train to shunt into a siding was that there was not room, another goods train having arrived shortly before and occupied the available space.) All the signals were put to danger to cover this operation; and as soon as the goods train was clear of the up line, the passenger train drew up to the platform, and the passenger engine proceeded to take in water. As soon as the van of the passenger train had cleared the crossing, the driver of the goods train again put his train in motion, recrossed to the up line, and drew his engine close up to the van of the passenger train, but still leaving four empty waggons and the van on the crossing and down line. Just at this time the down main signal was seen to be lowered by the driver and breakman of the goods train, and immediately afterwards the 2.40 pm. down express from Chester came round the curve, and ran into the tail of the goods train at a speed of about 15 miles an hour. The driver of the goods train, upon seeing the express, signalled to its driver to stop, and drew up to the passenger train in front of him as close as he could.

The express train, which consisted of a 6 ft. 6 in. 4-wheel coupled engine and tender, one composite, one 2nd class, one break van without a guard, four composites, four 2nd class, one break van with a guard, seven composites, and two break vans with a guard in one, 21 vehicles in all, coupled in the order stated, had left Chester a few minutes late, not timed to stop till reaching Rhyl, 13 miles beyond Holywell. On approaching Holywell the driver states that he observed the down distant signal at danger; that upon seeing this he shut off steam, and whistled; that the signal was immediately lowered in reply to his whistle, and that at the same time the down main signal, which had been at danger, was lowered also; that upon reaching the level crossing near the signal box he saw the driver of the goods train waving to him; that upon this, concluding that the road was blocked, he shut off steam, put his engine into backward motion, had his breaks applied, whistled for the guards breaks, and opened his sand box; that by these means he had reduced the speed from 30 miles to about 15 miles an hour, when his engine struck the side of the second wagon from the van, turned the last two waggons and the van on one side, and ran forward for about 50 yards without itself or any part of the passenger train leaving the rails. The driver and fireman jumped off just before the collision; both fell down, and were shaken, and the driver was somewhat bruised. The only damage the passenger train received was that the buffer plank and framing of the engine and the steps of some of the carriages were broken. In the goods

train two waggons and the break van were more or less injured, and some of the couplings gave way.

The main cause of this accident is without doubt to be attributed to the act of the signalman in lowering the down signals for the express to pass, while the down line was occupied by a portion of a goods train. Before the date of my inquiry this man had been brought up before the magistrates, at the instance of a passenger in the 2.40 train, and sentenced to two months imprisonment, which he was then undergoing. He had spent 32 years in the service, 17 of which he had been porter and signalman at Holywell. In explanation of his conduct I was informed that he stated he had lowered the signals under the impression that the 2.40 train would want to stop at Holywell for water (as it had done on the three previous days), the tank being some distance on the east or up side of the cross-over road where the tail of the goods train was standing. This impression would hardly account for his act, unless he had also assumed that the goods train had cleared the crossing, which I imagine he must have done. As before remarked, this cross-over road, where the tail of the goods train was standing, is nearly 400 yards from the signal box; and it is stated to be customary for a driver to give two short whistles to inform the signalman when his train is clear of the crossing after shunting. This crossing, which is much too distant from the signal box, is now to be removed, and a complete remodelling of the siding arrangements at this station, Chester, Mold, Flint, Prestatyn, Rhyl, Abergele, Llandulas Junction, Bangor, and Holyhead is about to be effected one feature in the proposed arrangements being the establishment of "refuges" at these stations, one for each line of rails, which it is intended shall always be kept empty for the reception of goods trains likely to be overtaken by passenger trains.

These contemplated improvements will remove what was a second cause of this accident, viz., the want of sufficient siding accommodation, which necessitated the shunting of the goods train on to the down line.

The break power available with the express train was insufficient. With a train of 21 vehicles there should have been at least three break vans, with a guard in each, instead of only two guards to the three vans.

The acting station master showed a great want of judgment in dealing with the up goods train. He should have allowed it to proceed past the signalman's box to the cross-over road at the east end of the yard, have kept it there till the 2.40 express then due had passed, and then have let it cross to the down line out of the way of the up passenger train, which could meantime have done its work at the station.

In conclusion, I would strongly urge upon the London and North-Western Company the importance of establishing, in connection with the above mentioned improvements they are about to carry out, the block telegraph system, so that an interval of *space*, far more valuable than one of *time*, may be maintained between their trains. Had it been in operation it might very possibly have prevented the present accident.

I have, &c.,
C. S. HUTCHINSON,
Lieut.-Col. R.E.

The Secretary,
Board of Trade.
Railway Department.

LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 9th November 1868.

SIR,
I AM directed by the Board of Trade to transmit to you, to be laid before the directors of the London and North-Western Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the

collision that occurred on the 18th September last between a passenger train and some waggons at Chester station on the London and North-Western Railway.

The Secretary of the
London and North-Western
Railway Company.

I am, &c.
R. G. W. HERBERT.

1, *Whitehall, S.W.*,
31st October 1868.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, the result of my inquiry, ordered by your minute of the 28th ultimo, into the circumstances attending the collision which occurred at Chester station on the London and North-Western Railway on the 18th ultimo, from a passenger train running into some waggons which were being shunted in the goods yard.

One passenger is reported as having been slightly injured.

This collision occurred owing to a mistake made by the *same* signalman, in the *same* cabin, with the *same* lever handles in that cabin, as was the case in the accident on the 25th March, reported on by me on the 20th April last. I would, therefore, refer to that report for a description of the locality, &c., of the present accident.

The pointsman, Steens, had come on duty at 6 p.m. on the evening of the 28th ultimo. At about 11 o'clock a pilot-engine was employed in sorting waggons in the goods-yard on a line of rails connected by a cross-over road with the up passenger line. While this was going on Steens received a message by gong from the junction cabin of the Holyhead and Birkenhead lines that an engine wanted to run into the goods yard, and thence to the engine shed, from the up passenger line. Upon receipt of this he told the driver of the pilot-engine to go ahead with his train to clear the crossing; put the bridge signal to danger to stop anything else coming out to foul the crossing; and then opened the points leading from the up main line to the goods line, and other points leading from the latter to the engine shed. The engine having passed, he restored the levers to their normal position, and pulled over, as he thought, the bridge signal lever, to allow of shunting again going on, showing a lamp to the driver of the pilot-engine for him to come back and continue his work, which he thereupon did. Instead, however, of moving the

lever he had intended, he had again pulled over that which opened the points of the cross-over road leading from the up passenger line to the goods line. Shortly after this he received another gonged message from the junction cabin that the Bangor mail was coming into the station. Thinking all was right, he remained leaning on the lever handle till he saw the engine of the mail train running into the waggons on the goods line. This train, which consisted of an engine and tender and 12 vehicles (coupled in the following order, viz., one third-class, one van, three composites, two post-office vans, one horse-box, two carriage trucks, one second-class, and a break van), had arrived at the Chester ticket-platform from Holyhead at 11.2, and left at 11.5, six or seven minutes late. The night was wet and dark, and the driver, who was proceeding at the rate of three or four miles an hour, felt nothing wrong till he found his engine among some waggons attached to the pilot engine, which were at a stand on the junction of the cross-over road with the goods line. The passenger engine had its leading wheels thrown off the rails, the buffer-plank and left buffer-casting were broken, and the left framing much damaged. The steps of the third-class carriage were also injured. Considerable damage was done to the waggons, and the couplings between the first and the pilot engine were broken. Neither drivers, firemen, nor guard received any injury.

I am happy to be able to report that before the occurrence of this accident, viz., on the 31st July, orders had been given for the remodelling of the whole of the Chester yard on the locking principle, and also that arrangements are in progress whereby the objectionable system alluded to in my former report, of keeping signalmen on duty for 18 hours at a spell on Sundays, will be obviated.

I have, &c.

The Secretary,
(*Railway Department,*)
Board of Trade.

C. S. HUTCHINSON,
Lieut.-Col. R.E.

LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade
(*Railway Department,*)
Whitehall, 15th October 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, for the careful consideration of the Directors of the London and North Western Railway Company, the enclosed copy of the report made by Captain Tyler, the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred on the 1st instant to a passenger train at Draycott on the London and North Western Railway.

I am, &c.

The Secretary of the
London and North-Western
Railway Company.

C. CECIL TREVOR.

SIR,

Leamington, 8th October 1868.

IN compliance with your instructions of the 2nd instant, I have now the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 1st instant at Draycott, between Rugby and Leamington, on the London and North Western Railway.

The 12.30 p.m. passenger train left Rugby about three minutes late on the day in question, consisting in the following order, of an engine and tender, a third-class break carriage, a second, a first, a second, and a first-class carriage, a third-class break carriage and a carriage truck. While travelling at a speed of perhaps 40 miles an hour on an embankment 15 to 20 feet high, along a straight portion of line and down

a gradient of 1 in 112½ at 5½ miles from Rugby, the engine driver felt his tender give a "sudden twist." On looking round he perceived that the carriage behind him was off the rails, and almost immediately afterwards he saw several other carriages roll down the side of the slope. The guard who rode in the third-class break carriage last but one in the train felt no more than a momentary oscillation before his carriage fell over down the slope.

The engine was brought to a stand in 300 yards, and all its wheels, as well as those of the tender, were then on the rails. The third-class break carriage and the second-class carriage were still coupled to the tender, but were off the rails with all their wheels. The first-class carriage next in order was half way down the slope, on its side, and it would appear, from the condition of its roof, to have rolled completely over. The second-class carriage behind it was broken to pieces. Its body was completely separated from its framing, the former lying on its roof, but completely crushed, under the first-class and the third-class break carriages, which had been behind it, and the latter lying wheels uppermost on the hedge at the bottom of the embankment. The first-class carriage lay on its roof, and the third-class break carriage on its wheels on the body of the above second-class carriage; and the carriage truck lay on its side with its wheels towards the line.

Of 18 passengers who travelled in the train two were killed on the spot, and seven others were more or less injured. It is extraordinary that any who travelled in the second-class carriage fourth in the train, which was crushed as above described, should have

survived. The guard was badly shaken and bruised, and a platelayer, who rode on the carriage truck and was eating his dinner, was thrown into the hedge at the foot of the slope. He thus escaped without any serious injury.

The permanent way is laid with rails of the **T** section (one head being larger than the other), in lengths of 18 feet, and weighing (originally) 82 lbs. to the lineal yard. The chairs are of cast iron, and weigh 40 lbs. each at the joints, and 26½ lbs. each in the intermediate spaces. The sleepers are laid transversely, 3 feet apart on the average, from centre to centre. The rails are 17 years old, and have worn well, but they have never been fished at the joints, and it is very desirable that this should be done, though the section is not a very good one for the purpose. The chairs are secured to the sleepers principally by wooden trenails, two in each chair, but in some of them spikes have been inserted. As the sleepers on this portion of the line were renewed in May 1856, the original trenails must have been put in upwards of 12 years ago, though some of them have no doubt been renewed, as well as others strengthened by spikes, during that period.

The first indications of the accident observable on the permanent way were the impression of a wheel in the ballast and certain marks at a point between the 88½ and 88½ mile posts, on the inside jaws of the chairs which supported the rails on the south side of the line or the left hand side in going towards Leamington. And I learn that three chairs under the north rail, opposite to those under the south rail which were so marked, were found to have been pushed outwards, but the chairs were not broken, nor was the rail bent. Further forward there were 15 chairs broken, and two rails bent, and then occurred the marks outside the rail on the south side of the line where the carriages plunged down the slope of the embankment. The foremost carriage at the bottom of the slope lay only 90 yards from the first marks on the chairs.

It is evident from the above indications that the near wheel of some vehicle must have dropped inside the south rails, in consequence of the bulging of the north rails; and the bulging of the north rails must be attributed to the failure of the fastenings between the chairs and the sleepers. Those fastenings were, according to the evidence of the foreman platelayer on the length, all trenails, and they appear to have given way without undue violence, and in consequence solely of the ordinary oscillation of the engine and tender in passing over the rails.

The engine, No. 1112, was a six-wheeled engine, with single driving wheels. The cylinders, outside the framing, and at an angle with the horizon, were 15 inches in diameter, with a stroke of 20 inches. The total wheel-base measured 13 feet 8 inches, and the weights on the

	tons. cwt.
leading wheels were	- 7 2
driving wheels	- 9 7
trailing wheels	- 4 11

making a total of - 21 0

The near trailing wheel of the tender (which was four-wheeled) was marked by coming in contact with the chairs, and the leading wheels of the third-class break-carriage next behind it still more so; and some of the other wheels showed similar indications. The break-slide of the leading break carriage was fractured, but remained nearly in its proper position. One of the axles of the first-class carriage No. 436, and one of the second-class carriage, of which the framing only remained, were slightly bent, and one pair of wheels of No. 435 first-class carriage were a little tight to gauge.

The course of the accident may thus be described: The engine and tender, in passing over the rails, pushed three chairs, one joint-chair, and an intermediate chair on each side of it, outwards to the right; the near trailing wheel of the tender dropped inside the near rail opposite to them; the leading wheels of

the leading break carriage increased the mischief; and while the tender wheel, as it proceeded forward, was forced upon the near rail, the two carriages behind it were drawn forward along the ballast. The draw bar behind the second carriage was then pulled out, and the third carriage with those behind it dashed down the slope of the embankment as already described.

This accident has been caused, then, by the failure of trenail fastenings, and is another illustration of the danger of employing them. I annex a list of 15 accidents which have been reported upon to the Board of Trade from 1860 up to the present time, and which have been for the most part attributable entirely to the same cause. These trenails afford, no doubt, as long as they are sound, a better means of holding the sleepers to the chairs than iron spikes; but the spikes by lifting, show at once when they have become loose in the sleepers, while the trenails may be on the point of failure, or may have failed between the chairs and the sleepers, without their defects being apparent to the platelayers, especially when they are covered by ballast. It is therefore desirable that no chair should be fastened by trenails only to a sleeper; and that where trenails are employed at all it should be in combination with iron spikes. The best fastening is the fang-bolt, but next to it is the combination of a hollow trenail with an iron spike driven through it, by the use of which the holding power of the trenail and the security of the iron spike may both be obtained.

I have, &c.

H. W. TYLER.

*The Secretary,
Railway Department,
Board of Trade.*

ACCIDENTS FROM FAILURE OF TRENAIL FASTENINGS.

22nd Feb. 1860.—Barton Branch. Manchester, Sheffield, and Lincolnshire Railway. Straight line. Road burst for 12 rails one side, 13 yards on other side. Trenails "sliced short off." All but engine off rails.

11th Dec. 1860.—Bescor Lane Station. Lancashire and Yorkshire Railway. Straight line. 30 to 35 miles an hour. Engine remained on line. Carriages pulled trailing wheels of tender off rails.

29th May 1861.—Annan. Glasgow and South Western Railway. Straight line, rising gradient of 1 in 300. Engine and all train off the rails. Two persons killed and others injured.

25th Jan. 1862.—Rainham. London, Chatham, and Dover Railway. Easy curve. 90 chains radius. 35 miles an hour, but thought to be 50 or 60. Engine "lurched" but remained on line. Third carriage first off rails, and remainder left line. Trenails broke short off; but in this case chairs believed to have been first broken.

9th May 1862.—Ospringle. London, Chatham, and Dover Railway. Easy curve of 70 chains radius. 30 to 35 miles an hour. Whole train off rails, but engine got on again. Breakage of trenails on outside of curve. Two passengers killed.

3rd May 1862.—Maxton. North British Railway. Curve 60 chains radius. Engine and tender remained on the rails. First-class carriage, second from tender, left the rails. Four carriages thrown down embankment 14 feet high. One passenger killed, 21 injured. A second-class carriage turned bottom upwards and smashed to pieces.

22nd March 1862.—Gravesend. South Eastern Railway. Straight level line. 30 miles an hour. Whole train off rails. Guard crushed to death under debris of leading break carriage. Simple failure of trenails.

9th April 1862.—Algarkirk. Great Northern Railway. Straight line. 40 miles an hour. Engine fell over in 150 yards. Whole train off rails. Break van smashed to pieces. Carriages on their sides. Crank-axle of engine fractured, supposed to be after engine left rails.

22nd Aug. 1862.—Furmel Road. Scottish North Eastern Railway. Curve 54 chains radius. Whole train off line, and two carriages down embankment 12 feet high. Guard killed. Fracture of joint-chain and of trenails.

3rd July 1863.—Cwm Bran. Monmouthshire Railway. Curve 24 chains radius. West Midland train. Whole train left line. Two passenger carriages entirely destroyed. Engine driver killed under fragments of carriages. Speed greater than usual, but line not safe for 25 miles an hour.

12th Feb. 1863.—Forth and Clyde Railway. Curve 35 chains radius. 12 miles an hour. Engine remained on rails. All trucks and carriages off the line.

13th April 1864.—Drumlithin. Scottish North Eastern Railway. Curve 36. 42 chains radius. Mail train, usual speed. Whole train left rails, but

remained coupled together, and stopped in 120 yards.

5th April 1864.—Castleford. Lancashire and Yorkshire Railway. Straight line. 35 to 45 miles an hour. Engine passed first point of disturbance, but afterwards left rails, and turned completely over and half round; came to a stand on its wheels on slope of embankment. Fireman both legs broken. One passenger's thigh broken.

15th Aug. 1864.—Bradfield. Great Eastern Railway. Straight line. 30 miles an hour. Whole train left rails. Fireman killed, guard and 10 passengers injured.

26th Sept. 1865.—Darsham. Great Eastern Railway. 37 miles an hour. Engine without a train left rails. Driver killed and fireman. Line out of order from floods. Engine oscillating burst road.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 22nd October 1868.*

SIR, I AM directed by the Board of Trade to transmit to you to be laid before the directors of the London and North-Western Railway Company, the enclosed copy of the report made by Captain Tyler, the officer appointed by the Board of Trade to enquire into the circumstances connected with the accident which occurred on the 4th instant to a passenger train near the Coventry station of the London and North-Western Railway.

I am, &c.
THOMAS GRAY.

*The Secretary of the
London and North-Western
Railway Company.*

SIR, Brecon, 15th October 1868.

IN compliance with the instructions contained in your minute of the 7th instant, I have now the honour to report, for the information of the Board of Trade, the result of my enquiry into the circumstances which attended the accident that occurred on the 4th instant, near the Coventry station on the London and North-Western Railway.

The Leamington branch leaves the London and Birmingham section of the above railway 100 yards to the south of the Coventry station, and then curves sharply to the westward. There is a double line of rails for a quarter of a mile only, and on the south of the branch there are an engine shed, certain sidings, and an engine turntable.

The 3.30 p.m. passenger train started punctually from Coventry for Leamington on the Sunday in question, consisting of an engine (No. 891) and tender, seven carriages, and two break-vans. The engine-driver passed the junction in due course, and was rounding the curve near the engine-shed when he felt his engine "begin to jump." He and his fireman did what they could towards stopping the train. The leading wheels of the engine appeared to run for some little distance along the side of, though off, the rails, from a ∇ crossing (in the near rail) near the engine shed, before the other wheel left the rails. But the driving and trailing wheels of the engine, and the six wheels of the tender soon left the rails also, and the engine then went nearly straightforward in the soft ballast on the outside of the curve, until it came to a stand at 50 yards from the ∇ crossing, tilted over considerably to the near side, but still on its wheels. The couplings were none of them severed, and none of the carriages or vans left the rails.

The guard did not perceive anything wrong until the engine was thus brought suddenly to a stand in the ballast. He was then thrown with some violence against the end of his van, and was hurt on the eye,

the shoulder, and the knee. He was off work for three days. The engine-driver was thrown against the hand-rail as the engine heeled over, and was so much sprained and shaken as to be unable to work for our days. Out of about 30 passengers who were in the train six have already complained of cuts or bruises, and other complaints may still be expected.

When the line was examined after the accident, a bright mark was found on the point of the ∇ crossing, corresponding to a considerable indentation in the tyre of the near leading wheel of the engine. A mark as if from the flange of a wheel was noticed on the upper surface of the crossing, and a wheel-mark was visible in the ballast inside the off rail and in front of the check-rail opposite the ∇ crossing. The inner edge of the cheek-rail, next the off rail, was also bright, and appeared to have been subjected to considerable grinding pressure. As measured after the accident, there was a distance of $2\frac{7}{8}$ inches between the check-rail and the off standard rail, which was nearly $\frac{3}{4}$ of an inch more than there ought to have been. The gauge between the ∇ crossing and the off rail was, when I visited the spot, $4' 8\frac{1}{4}"$, and the superelevation of the near or outer rail of the curve $2\frac{3}{4}$ inches, the radius of the curve being about 9 chains.

The engine, No. 891, was one of a class known on the line as *rebuilt Bloomers*, with single driving wheels, 7 feet in diameter, 16" cylinders with a 24" stroke, and a wheel-base between the leading and trailing axles of 16 feet 10 inches. It weighed 10 tons 19 cwt. on its leading, 12 tons 9 cwt. on its driving, and 6 tons 6 cwt. on its trailing wheels, altogether 29 tons 14 cwt. It appears that such an engine was only taken over this branch, for reasons connected with convenience in working, on Sundays. The engines by which the branch is ordinarily worked have a wheel-base of only 13 feet 8 inches, while other engines which are employed on it have a wheel-base of 15 feet 6 inches. No. 891 engine had only done five weeks' work subsequently to its undergoing a *thorough* repair, and had only been returned from the Wolverton works, where one of its cylinder-covers was renewed, three weeks previously. It had not been on the Leamington Branch during those three weeks.

The accident was caused by the flange of the near leading wheel of this engine striking against the point of the ∇ crossing, which it could not have done if there had been a sufficient distance between the cheek-rail and that point. At the same time the engine was not well adapted for running round so sharp a curve, and it would be likely, if the cheek-rail were not in precisely its proper position, to meet with such a mishap, when other engines, as well as carriages and other vehicles, might pass round the curve without leaving the rails.

The following explanation is given of the reason why the gauge between the cheek-rail and the crossing point was not correct:—On the 24th September the crank-axle of another engine had failed on the branch, and as this engine was being drawn back over the crossing it had left the rails, and its wheels had fractured the two long double chairs by means of which the cheek-rail was secured. As no other chairs of the proper description were at hand, the mischief was temporarily repaired by placing two ordinary single chairs under the cheek-rail; and this provisional arrangement sufficed for the safety of the ordinary traffic of the line during the following 10 days, until the present accident occurred. But the guiding power of the cheek-rail, which

sufficed for the week-day traffic, was not enough to prevent the Sunday engine, with its longer wheel-base, grinding severely with the inside of the flange of its off-leading wheel against the inner edge of this cheek-rail, from striking the point of the crossing with the flange of its near leading wheel. The temporary fastening of the cheek-rail ought not to have been allowed to remain for these 10 days, and it would be a proper precaution to forbid an engine of this class from being used on so sharp a curve.

I have, &c.

*The Assistant Secretary,
Railway Department,
Board of Trade.*

H. W. TYLER.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 15th December 1868.*

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the London and North-Western Railway Company, the enclosed copy of the report made by Capt. Tyler, the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision that occurred in the Diggle tunnel, on the London and North-Western Railway, on the 19th October last.

I am, &c.

*The Secretary of the
London and North-Western
Railway Company.* R. G. W. HERBERT.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 11th December 1868.*

IN compliance with the instructions contained in your minute of the 29th October, I have now the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 19th October, in the Diggle tunnel, on the London and North-Western Railway.

This tunnel, 158 yards to the east of the Diggle station, and 7 miles west of Huddersfield, is 3 miles and 44 yards long, and is level and straight. It is constructed for a single line of rails only; and a second tunnel, which is in progress, can hardly be completed in less time than three years. The points connecting the single with the double line are 83 yards to the west of the tunnel mouth, and the down line points to the sidings are west of the Diggle station, and 254 yards from the tunnel. There is a distant signal, worked from the Diggle cabin, 600 yards inside the tunnel. The working of the single line through the tunnel is carried on by a pilot-man, on the train-staff and ticket system. A pilot-engine is employed, night and day, to convey the pilot-man and train-staff through, when necessary, and to assist the trains; and there are telegraph instruments in the cabins at both ends of the tunnel, to prevent, as far as possible, delay in the working of the traffic.

On the 19th October, a goods train, consisting of an engine and tender, 22 loaded, 21 empty waggons, and a van, stood on the down line at Diggle, about 9.45 am., while a coke train was coming from the direction of Huddersfield and Marsden through the tunnel; and as soon as the coke train had come out of the tunnel, and gone on to Macclesfield, the signalman and the station master directed the engine driver of the goods train to move forward, with a view to his backing through the down-line points to the sidings, and thus clearing both main lines. As the goods train was about 270 yards long, the engine need not, for this purpose, have gone more than a few yards

into the tunnel before backing into the sidings. But the goods driver understood that he was intended to shunt his train from the down to the up line, through the points, which were only 83 yards from the tunnel; and instead of bringing his engine to a stand 20 or 30 yards within the tunnel, he took the greater part of his train into it, and then waited for further orders. He knew there was a passenger train behind him, and a goods train behind that train, and he supposed that the passenger train would be drawn up to the station as soon as he had gone forward out of its way. He did not dare, therefore, to set back without orders; and after waiting, as he believed, for "a minute or a minute and a half," he heard "some one call him back." He immediately reversed his engine, and was returning out of the tunnel, when he felt the shock of two collisions from the direction of Huddersfield.

As soon as the goods train had, in moving forward, cleared the siding points 254 yards from the tunnel, and when the goods engine was a few yards within the tunnel, the signalman, believing that the goods driver would immediately set back, and receiving notice by telegraph from the Marsden end of a passenger train from Huddersfield, gave permission, by telegraph, for that passenger train to come through. When he saw that the goods train was still moving forward, he telegraphed again to the Marsden end, to ask if the passenger train had entered. Learning, in reply, that it had done so, he ran down, after four or five other men, to tell the goods driver to set back; but when he reached the tunnel he found the goods train in backward motion, and that the collision had occurred.

The signalman had turned the lever of his distant signal to the position of danger before sending the goods train forward, but it afforded no protection to the shunting train. For want of being cleaned and oiled, the wheel over which the chain passed had got so far stuck on the spindle that the balance weight was not sufficient to pull it round, and cause the red glass to rise over the lamp, except when the lever was worked sharply. The signalman had never known it to fail in this way before, though it might, of course, have done so without his having been aware of it.

The 8.5 am. passenger train left Leeds punctually, and reached Marsden at 9.45, five minutes late, consisting of an engine and tender, nine carriages, and a van. Before it entered the Diggle tunnel, the pilot engine was, as usual, attached in front of it, and they ran nearly through in about seven minutes. At the accustomed spot, where the tunnel, being wet, has a zinc lining under the arch, the steam was shut off; and at 500 or 600 yards from the Diggle end the pilot engine was uncoupled, whilst running, from the passenger train. A white light had been visible at the signal, and the driver of the pilot engine had every reason to believe that the line was clear, when his engine was suddenly checked in its course, and his tender having been in front he was thrown down into

it amongst the coke, while his fireman was knocked with his chest against the break handle. He was still lying in the coke when he felt a second collision, caused by the engine of the passenger train running against his engine; and the first thing he remembered afterwards was the voice of the passenger driver, asking if he was "all right." The passenger driver was rather better prepared for the collision, inasmuch as he heard the pilot engine strike the goods engine just before his engine struck the pilot engine. Neither he nor his fireman were injured. The speed of these engines is stated to have been only 5 or 6 miles an hour. It could not have been great; and if the distant signal had been working properly the collision would not, probably, have occurred.

The pilot engine and its tender framing, as well as the tank, were much damaged. All the buffer planks were broken in the three engines, and the passenger engine lost its patent lubricator, besides having the angle iron of the framing fractured. The passenger driver, however, worked his train forward to Manchester, with all its carriages. Seven of the passengers complained afterwards of the effects of the collision. Two of the waggons of the goods train were thrown off the rails.

This collision was, then, the result of a misunderstanding between the station master and signalman on the one side and the engine driver of the goods train on the other. The previous night had been foggy, and the trains throughout the district generally had been delayed. The signalman was aware that seven or eight trains within one mile were all approaching his end of this single-line tunnel. It was his practice to keep the end of the tunnel and the single line always clear for any train from the Marsden end; but on the present occasion, in the midst of his difficulty, and in consequence of this block in the traffic, he was imprudent enough to allow the passenger train to enter from Marsden, under the belief that the goods train would be able, without difficulty, to shunt back before its arrival—some six minutes later. Men of this class, as well as of a higher class, are very apt to commit irregularities under such circumstances, especially when it appears to them, as far as they can see, that

no risk is incurred. If the engine driver had done what was expected of him, or if the distant signal in the tunnel had worked properly, no collision would have occurred, and the irregularity would not have come to light. But the station master, who had nothing to do with the admission of the passenger train, hurried the goods driver forward. The driver, not unnaturally, thought that the station master wanted to get the passenger train which stood behind him up to the platform, and, being obliged, under any circumstances, to go into the tunnel, where it was difficult to communicate with him, he went forward unexpectedly to a point to which it was impossible to make any signal, and from which he could not easily be recalled. When the goods train had nearly cleared the points through which it was intended to shunt, the station master called to the guard to apply his break, and signalled to a man he had sent forward for the purpose to call back the engine driver. But the latter could not have seen a hand signal from the mouth of the tunnel, in consequence of the steam and smoke that were in it; and the noise of his own train would probably have combined with that of the passenger train to prevent his hearing from his engine the shouts that were addressed to him. The distant signal, not being in good order, was useless to protect him, and the two collisions occurred, after he had run back nearly 200 yards, about 50 yards inside the tunnel.

A *repeater*, as it is called, should be placed in the cabin or outside the tunnel, to show when the distant signal within it, is working properly, and when the light is burning. The works for the second tunnel, too long delayed, should be pushed forward as rapidly as possible. And in the course of adding to the siding accommodation, improved arrangements should be made, under which it will not be necessary for the engines of shunting trains to enter the tunnel, or to foul the single line leading to it.

I have, &c.,

H. W. TYLER.

*The Assistant Secretary,
Railway Department,
Board of Trade.*

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 17th December 1868.*

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the London and North-Western Railway Company, [Lancashire and Yorkshire Railway Company,] the enclosed copy of the report made by Captain Tyler, the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred on the 2nd instant, at Hillhouse, on the London and North-Western Railway, between a passenger train belonging to the London and North-Western Railway Company and an engine belonging to the Lancashire and Yorkshire Railway Company.

I am, &c.

*The Secretary of the
London and North-Western
Railway Company.
The Secretary of the
Lancashire and Yorkshire
Railway Company.*

R. G. W. HERBERT.

Walton-on-the-Naze,

SIR, *12th December 1868.*
In compliance with the instructions contained in your minute of the 8th instant, I have the honour to report, for the information of the Board of Trade,

the result of my inquiry into the circumstances which attended the collision that occurred on the 2nd instant at Hillhouse on the London and North-Western Railway.

The Hillhouse engine sheds and sidings are $\frac{3}{4}$ of a mile to the east of the Huddersfield Joint Station of the London and North-Western and Lancashire and Yorkshire Railway Companies, and the signalman in charge is provided with a low cabin, with a low semaphore signal at that cabin, and with a distant signal 728 yards from it in the direction of Huddersfield.

On the morning of the 2nd instant there was a thick fog at Huddersfield. The 7.0 am. passenger train from Manchester to Leeds left the Huddersfield station at 8.40 a.m., 13 minutes late, consisting of an engine and tender, five carriages and a break van. The engine driver, after having learnt in starting that the previous train was 20 minutes ahead of him, approached the Hillhouse distant signal, which is 500 yards from the station, by his own account, at a speed of five or six, or, according to the evidence of the guard, at 18 miles an hour. When he saw through the fog, at a distance of 20 or 30 yards, that the distant signal was at danger, he slackened his speed, and in obedience to rule 28, at page 9 of the London and North-Western Company's printed regulations, drew cautiously within it. He had thus reduced his speed to three or four miles an hour, when he sud-

denly felt a smart shock of a collision from behind, which knocked him down amongst the coal in his tender. And it then appeared that an engine belonging to the Lancashire and Yorkshire Company, following on the same line of rails, had come into collision with the break van at the tail of his train.

The guard of the passenger train had applied his break on finding the Hillhouse distant signal at danger, and hearing the engine driver's whistle; and the speed of the train had been reduced (as he states) to four miles an hour, when he heard another whistle to indicate that the line was clear. He took off his break, and he felt that the engine driver had applied his steam, when, turning his head round, he observed the Lancashire and Yorkshire engine "about 15 yards behind him." He had just time to jump out of his van before that engine struck it, at a speed which he estimates at 15 miles an hour. Neither this man nor the engine driver remember having heard anything of the Lancashire and Yorkshire engine, nor any whistle from it, before the collision.

The van was shaken on its framing, and one of its windows was broken. Nine of the passengers in the train complained of injury.

The Lancashire and Yorkshire engine was returning with its tender and a break van to Wakefield, and was intended to pick up waggons at Mirfield for Horbury Junction, and anything else that might be waiting for it along the line. It was started from the Huddersfield station by the signalman, according to the evidence of the driver and guard, at 8.45; and they learnt from him that the passenger train which had preceded them would stop at Bradley. The engine driver states that he was travelling at a speed 10 or 12 miles an hour, when he approached the Hillhouse distant signal, and that, although he found that signal at all right, he shut off his steam after passing it, and gave a long whistle to warn the signalman of his approach. His fireman also applied the tender break when he was 200 or 300 yards past the distant signal, and he prepared to stop at the cabin signal if he should find it at danger. He took the break off again later, and was running towards the cabin signal with his steam off, at a speed of "seven or eight miles an hour," when he saw the passenger train through the fog, about 20 yards before him. He states that he then had time to reverse his engine, turn on his steam, and whistle three or four times sharply, before the collision occurred.

The evidence of two goods guards who rode in the Lancashire and Yorkshire goods van goes to prove that the speed of their engine and van was even less than that stated by the engine driver. The head guard states that they approached the Hillhouse distant signal at three or four miles an hour, and that they went more slowly after passing that signal, reducing the speed "to perhaps two miles an hour, and not more than one mile an hour, when the collision occurred." This man must, of course, have been very considerably mistaken as to the speed, inasmuch as, if he were correct, the collision could not have occurred. But there seems to be no reason for believing that the driver of the Lancashire and Yorkshire engine was running at excessive speed, or for attaching blame to him. He found the distant signal at all right; he ran forward, as was his duty; he received no warning of the passenger train being immediately in front of him, and he could only see it through the fog for a short distance before he struck it.

The signalman at the Hillhouse cabin was intending to allow an engine to run from the shed to the down line for Heaton Lodge, a little after 8.30, and had turned his distant signal to danger, for its protection, when he heard the engine of the passenger train then due, whistle from the Huddersfield station. He therefore kept the engine for Heaton Lodge in the shed, and took the distant signal off again, to allow the passenger train to pass. He was unable in the fog to see anything of the train, but he "kept" the distant signal at all right, for about a minute

"and a half, and then turned it again to danger." He next heard three sharp whistles, which he knew by the sound to come from a Lancashire and Yorkshire engine, and shortly afterwards the shock of the collision.

A platelayer was stationed near the distant signal, to warn the engine drivers, by means of explosive signals, of the condition of that signal when it was at danger. It was in that position when the passenger train passed him, but he did not place an explosive signal on the rail, and it so happened that in that case it was not required. The Lancashire and Yorkshire engine passed him, he thought, about three minutes after the passenger train, but he did not warn the driver because the signal was at all right.

The signalman at the east end of Huddersfield station booked the passenger train as passing him at 8.43, but he did not book the starting of the Lancashire and Yorkshire engine, as he ought to have done; and it hardly appears to be possible for him, considering the condition of his means and appliances, to perform this duty regularly. This man states that there was an interval of four or five minutes between the starting of the passenger train and that of the Lancashire and Yorkshire engine. But there is no means of ascertaining precisely and with certainty what that interval was. The London and North-Western Company's printed regulations do not contain any definite rule as to the starting of trains at any particular intervals after one another, though they prescribe, with regard to an "intermediate station," that "(except when the trains are regulated by telegraph) the red signal will be shown for five minutes upon the main post at the station; but if a train arrives within this interval, the driver may be authorized by the signalman to proceed, after intimating to him the description of the preceding train, and the time which has elapsed since it has passed. If an interval of five minutes has elapsed before the arrival of a following train, the caution signal must be exhibited for five minutes more."

This rule, by no means satisfactory under any circumstances, is still less so when applied to the working and starting of trains or engines from such a place as the Huddersfield station. About 150 passenger and goods trains run in each direction daily between Huddersfield and Hillhouse, besides engines to and from the sheds 20 or 30 times a day, and 10 or 12 assisting engines returning from Diggle to Heaton Lodge and Leeds. The character and amount of this traffic, and the want of proper means and appliances, render it impossible for the signalman to work it with order and regularity on any proper system; and I do not see that any of the Company's servants, acting under such disadvantages, can properly be found fault with on account of this collision.

It occurred in a dense fog. The signalmen at Hillhouse and at Huddersfield had no means of communicating with each other. The platelayer employed as fogman between them had no means of knowing when it was right to stop a train, or when to allow it to proceed, except by the indications of the Hillhouse distant signal. That distant signal, as it happened, gave him exactly the wrong indication in each case, having been at danger when it was desirable the passenger train should have gone forward out of the way of the Lancashire and Yorkshire engine, and at all right when the Lancashire and Yorkshire engine ought to have been stopped to prevent it from overtaking the passenger train. The Hillhouse signalman was unable to see when the passenger train passed it, and therefore to turn it to danger at the proper moment. And the remedies required have been too long delayed, and are only too much wanted in other parts of the district.

The London and North-Western Company should lose no time in providing at Huddersfield and Hillhouse improved and elevated cabins, from which the points and signals may be conveniently worked, with locking apparatus, and telegraph communication be-

tween the signalmen. And it is exceedingly desirable that this portion of the line should be worked on the "block system," so that no pretence should be made of keeping up intervals of time which cannot in practice be preserved between the engines and trains; and intervals of space, which may always under

proper arrangements be maintained, should be substituted for them.

*The Assistant Secretary,
Railway Department,
Board of Trade.*

I have, &c.
H. W. TYLER.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 29th January 1869.*

I AM directed by the Board of Trade to transmit to you, to be laid before the directors of the London and North-Western Railway Company, the enclosed copy of the report made by Colonel Yolland on the collision which occurred at the Euxton junction on the London and North-Western Railway on the 18th ultimo.

I am, &c.
R. G. W. HERBERT.

*The Secretary of the
London and North-Western
Railway Company.*

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 15th January 1869.*

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 2nd instant, the result of my inquiry into the circumstances which attended a slight collision that occurred at Euxton junction, five and a half miles south of Preston, on the London and North-Western Railway, on the 18th ultimo. Three passengers are returned as having been slightly shaken.

This portion of railway from Winwick junction to Preston is worked with the assistance of the electric telegraph, on what is termed the "permissive" or "London and North-western block system," which altogether differs from the absolute block system, inasmuch as more than one train may be on the length between two telegraph stations at the same time and on the same line of rails, the second or other train being permitted to follow when an interval of three minutes has elapsed, the signal being placed at "caution;" but if the interval of three minutes has not elapsed, and "line clear" has not been received by telegraph from the station in advance, then the signal is directed to be kept at danger, and the train brought to a stand, and the driver must be warned of a train in advance, and then be allowed to proceed.

On the evening of the 18th ultimo, a coal train proceeding northwards reached the Euxton junction about 7h. 25m. p.m., and a telegraphic message having previously been received that a passenger train was approaching the junction also from the south, the breaksman of the coal train was directed by the signalman to shunt his train into the weigh-bridge siding off the down line, the entrance to which is about 400 yards north of the junction signal box. The signalman at the junction, by his instructions, is directed not to let any down train pass his box until he receives a signal by gong from the man in charge of the weigh-bridge siding that the train has been placed in the siding clear of the main down line.

An excursion train, consisting of engine and tender, nine carriages, and two vans, from Liverpool for Carlisle, reached Euxton junction about 7h. 30m. p.m., and the distant and junction signals being both on at danger against it, this train was nearly brought to a stand still before it got up to the junction; and the signalman states that the driver of the excursion train gave a short whistle, as he understood, to ask whether he might come on or whether he must stand; and he

(the signalman) took his hand lamp, showing a red light, and waved it, intending that he should stand; that the excursion train came on very steadily, and, he says, he told the driver that he might go on very slowly, as there was a coal train shunting. He admits, however, that he had not received the signal by gong from the man in charge of the weigh-bridge siding, and he states that it is not the practice to let the following train go ahead before the gong signal is heard; but that he let him go on this occasion, on telling him what was ahead, and that he was to go slowly. He says, also, he has not often done the same thing before, unless another train had come up, which was the case that night, another excursion train from Liverpool having arrived about 7h. 35m. p.m., and that they let trains go in such cases, but not without letting them know what is ahead. It appears that there was an up train passing the signalman's box at the same time as the down excursion train passed, and as the up train was between the excursion train and the signalman's box nothing was heard by the driver of the excursion train about going slowly, or about the shunting of a coal train; and the signalman admitted to the inspector of police, after the collision had taken place, that he had signalled the excursion train on.

The driver of the excursion train, who had not driven many times on this line, states, that he was waved ahead by the signalman with a hand lamp showing a red light out of the window of the signal box, but the signalman did not speak to them or call out, and he went slowly on, as he understood the waving of the red light was to tell them to go cautiously, and when he came near the junction signal box he saw three red lights ahead, van lamps on a train, and all at once these lights disappeared, and he says he did not know what had become of them; that he passed along cautiously, as he did not know what was going on, and was running about four or five miles an hour when he came in contact with two coal waggons that stood next to the engine, and knocked them off the road. He also stated that they are supposed to get another signal from the man in charge of the weigh-bridge siding, and he intended to run cautiously until he received such all right signal. The two coal waggons which were run into formed the front part of the train that was in the act of being shunted into the weigh-bridge siding; and it appears that the breaksman of this train, while it was in the act of being shunted, and not off the main down line, reversed the lamps on the van at the tail of the train; and it is probably due to this man's misconduct that the collision took place. There is, however, no doubt also that the signalman acted improperly in allowing the excursion train to pass his junction before he received the signal by gong from the man at the weigh-bridge siding.

The next telegraphic station southwards is Coppull, distant four miles from Euxton junction. The signalman states that he had not given "line clear" back to Coppull when the excursion train arrived, and he had not received "line clear" from Leyland telegraph station, to the north, when he waved the excursion train ahead, so that it is a misnomer altogether to call the system of working a block system of any kind, as several trains may be on the length between two adjacent telegraphic stations. It will also be seen, from what I have stated, that as this system is carried out the drivers are not told by the signalman what

train is ahead, or how long it has passed the signal station.

I strongly advocate the introduction of the electric telegraph as a means of preserving an interval of space between two following trains on the same line; but this London and North-Western system is neither one thing nor the other; the usual time interval has been reduced from five to three minutes, during which the signal is directed to be kept at danger; but the engine drivers are taught to disregard these

signals when thus at danger, and are told to go ahead. As carried out, it wants the security afforded by the absolute block system, and does not probably fall far short of the cost which the latter would require if it were adopted.

I have, &c.

H. YOLLAND,
Colonel.

*The Secretary,
Board of Trade,
Railway Department.*

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 29th January 1869.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the directors of the London and North-Western railway Company, the enclosed copy of the report made by Colonel Yolland on the accident which occurred at Springs branch junction on the London and North-Western Railway on the 29th ultimo.

I am, &c.

*The Secretary of the
London and North-Western
Railway Company.*
R. G. W. HERBERT.

*Board of Trade
(Railway Department),
Whitehall, 15th January 1869.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 2nd instant, the result of my inquiry into the circumstances which attended the accident and collision that occurred on the 29th ultimo at Springs branch junction on the London and North-Western Railway, on which occasion eight passengers are stated to have received slight bruises and contusions; the engine driver of the passenger train was badly hurt, having had his leg broken; and the guard was cut on the forehead.

The Springs branch junction is situated about one mile south of Wigan, and there are extensive sidings at this junction for the receipt and marshalling of coal waggons prior to their being sent off by different trains to their respective destinations. The Eccles, Tyldesley, and Wigan branch joins the North Union Railway at this junction, and on the day in question the shunting engine had just brought a train of 44 coal waggons from the Lancashire and Yorkshire sidings at Wigan, for the purpose of depositing them in the sidings at the Springs branch junction. As soon as the train had passed over the facing points of the Eccles, Tyldesley, and Wigan up line, from the North Union up line, it stopped, prior to pushing back the waggons into the sidings off the up line. Nine loaded waggons stood next to the engine, then came 14 empty waggons, and then the remaining 21 loaded waggons. The line at this part is on a curve of 30 chains radius, and there is a cross-over road from the down branch line to the up sidings, which crosses the up branch line on which the coal train was standing. From the length of the train, and its standing on a curve, and from the fact of about 12 or 14 waggons being on the eastern side of an over-bridge, carrying a road over the railway at this junction, the driver could not see the guard at the tail of the train, and, in consequence, he received a signal to put back from the signalman in the box by the over-bridge, and he started the train, and had not proceeded above half a dozen waggons lengths before he stopped, in consequence of the heaviness of the train, so that he could not push the waggons back any farther, and after making another trial to set back he gave up the attempt, got off his engine, and went back to see what

prevented him from doing so. It also appears that just at the time when the driver of the shunting engine was endeavouring to push the train of coal waggons back into the up sidings the 4h. 30m. p.m. down passenger train from Manchester to Wigan, consisting of a tank engine, 10 carriages, and one van, passed the shunting engine, the signals being at "all right" for it to proceed; and the fireman states that just before getting off the Tyldesley branch he saw some coal waggons, 10 yards ahead, off the rails. He says they had not time to do anything before they ran into the coal waggons, and the engine was thrown off the rails, but subsequently got on the North Union up line, and came again into collision with some other waggons of the coal train further ahead, and knocked two of them off the rails. The fireman also states that they had been running for some little distance with the steam off, and were not travelling more than 8 or 10 miles an hour when the collision occurred. Eight of the carriages of the passenger train got off the rails, one of them stood across both the up and down lines of the North Union Railway, but none of these carriages were very much damaged. The engine had both buffer planks and one cylinder cover broken, and the outside framing on the right side damaged. It is also stated that five of the coal waggons, in addition to the two which I have already mentioned, got off the rails; one of the number was broken to pieces, with the wheels knocked from under the framing, and one pair of these wheels stood under one of the passenger carriages; the other waggons also were a good deal damaged.

The driver of the passenger train jumped off, and is supposed to have been run over by the carriage that stood across the North Union lines.

On examination afterwards it appeared that the five coal waggons had got off on the outside of the curve at a diamond crossing, while in the act of being shunted backwards. An inspector of permanent way informed me, that he had examined this crossing at 12 o'clock the same day, and at that time all was right at it; but on examination on the day after the accident he found that there was a chair broken on each side of the angle under the east rail, and the north-west point rail had been struck, and a piece had been chipped out on the outside, showing where the coal waggons had passed off the rails. The check rail at the east side of the next crossing was also torn off. He told me also that the gauge was 4 feet 8½ inches both before and after the accident at this crossing, or a quarter of an inch tight, as I found it, and there was about one inch of cant or super-elevation of the outer rail at this diamond crossing.

I saw the wheels of the waggon that had been broken to pieces, but not before the axles which had been bent had been straightened. The tyre on one of the wheels had worn sharp; but I had no means of ascertaining which of the coal waggons had first got off at the diamond crossing.

From the information which was given to me, I have no doubt the accident was due to a coal waggon getting off at the diamond crossing, and probably dragging others after it, and I think it likely that the waggon which first got off was actually standing on

the crossing while the train was at rest, and was jerked off when it was first struck by the pushing back of the waggon in front. The superintendent of the district (Mr. Shaw) informed me that he had known many instances of coal waggons being thus thrown off at diamond crossings.

There can be no doubt that a train of coal waggons, mostly, if not all, without spring buffers, standing, as these were, on a line curving to the right, with the buffers not touching each other, but closer together on the right than on the left sides, is liable to have the waggons twisted to the left by the right buffers first coming in contact with each other when the

engine pushes the train backwards, and the leading wheels may, as they evidently did in this instance, take the left or wrong side of the point rail on the left side, and thus get off the line. And this is one reason why the inspecting officers so strenuously object to passenger carriages being shunted backwards, instead of being drawn forwards to the passenger platforms at stations.

I have, &c.

W. YOLLAND,

Colonel.

*The Secretary,
Board of Trade,
Railway Department.*

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 3rd February 1869.*

I AM directed by the Board of Trade to transmit to you, for the careful consideration of the directors of the London and North-Western Railway Company, the enclosed copy of the Report made by Colonel Yolland, the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at Hyde Road on the London and North-Western Railway on the 29th December last.

I am, &c.

R. G. W. HERBERT.

*The Secretary of the
London and North-Western
Railway Company.*

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 29th January 1869.*

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 2nd instant, the result of my inquiry into the circumstances which attended a collision that occurred between a passenger train and a goods train at Hyde Road, between Longsight and Ardwick, near Manchester, on the London and North-Western Railway, on the 29th ult., on which occasion eight passengers are returned as having been "slightly shaken, but not seriously hurt."

The traffic between Heaton Norris junction and Ardwick, near Manchester, is worked on what is called the permissive block system, with the assistance of the electric telegraph. Commencing at Heaton Norris junction there are telegraph stations at it and at the following places:—

Levenshulme, 2m. 20ch. distant from Heaton Norris junction; Longsight junction, 1 m. 13½ ch. distant from Levenshulme; Hyde Road junction, 746 yards distant from Longsight junction; Ardwick junction, 966 yards distant from Hyde Road junction. Ardwick junction is about 59 chains from London Road station, Manchester. Heaton Chapel station, intermediate between Heaton Norris junction and Levenshulme station, is not in any way connected with the telegraphic working; and between Longsight and Hyde Road junctions there are up and down goods lines besides the two main lines, and there are also a number of sidings off the up and down lines; but there are no sidings between Heaton Norris junction and Longsight.

At Longsight and Hyde Road there are junction signals for the main lines and goods sidings, and at Longsight there is a down distant signal, and at Hyde Road junction there is an up distant signal; but there are no distant signals between Longsight and Hyde Road, so that in the event of any engine or train coming out of the sidings at these stations the protection from an up or down through train is that afforded by the junction signals alone, and what may

be given by the permissive block system of working; and, as will be seen, that is little enough, when a signalman makes a mistake in putting his signals at "all right," and allows a train to go ahead when the line is actually blocked by telegraph.

The signalman at Hyde Road states that he pinned over the needle to "train on line" to Longsight for the down Buxton train at 27 or 28 minutes past 3 o'clock, and took off the main down signal for that train to pass; and as soon as it had gone by he put the signal to "danger," and pulled over the points to allow the London Road pilot engine to bring some 12 waggons out of the up sidings, for the purpose of placing them in the down sidings. And the pilot engine and waggons had got clear of the up line, and were on the down line, and the engine was about to shunt these waggons back on the down line to the entrance into the down sidings which lies south of Hyde Road junction, and therefore between Longsight and Hyde Road junctions, when the signalman heard a down train approaching from Longsight junction, which afterwards proved to be the 10 a.m. or mail train from London. The signalman further states that he took his red flag, and went to the door of his box, and waved the flag; but it was a foggy day, and he could not see the train at a greater distance than 130 yards, and when he first saw the train the steam was off, and the train passed his box at the rate of 12 miles an hour, and came into collision with the goods waggons standing 130 yards on the Manchester side of his box, and not between Longsight and Hyde Road. He heard two loud whistles from the engine of the mail train, and noticed that the break was on the tender as it passed his box. He adds that he had not unpinned the telegraphic needle, and had not received any telegraphic message from Longsight to say that the mail was coming.

The signalman at Longsight junction, on the other hand, maintains, that he had received "line clear" from Hyde Road, after the Buxton down train had passed, in answer to his inquiries on the instrument, and in consequence he took off his down distant and junction signals, and allowed the mail train to proceed.

Neither of these men keep any record of their proceedings or of the times when trains pass, and there is no evidence forthcoming in support of either statement; but I have no doubt the mistake lies with the signalman at Longsight, and that he took off his signals for the mail train to pass when the telegraphic instrument had the needles pinned over to "train on line" between Longsight and Hyde Road.

Notwithstanding this mistake on the part of the signalman at Longsight, no collision, 130 yards beyond or north of Hyde Road, would have taken place, if the drivers on the London and North-Western Railway were taught to obey the signals which are exhibited for their guidance.

The train which ran into the waggons which were being shunted from the up to the down sidings was the Manchester portion of the 10 a.m. down express from London, which consisted of engine and tender,

four carriages, and two break vans, with one guard. The driver's statement is as follows: that "the first signal that he saw after leaving Stockport was at Heaton Norris, where the signalman came out of his box, and showed a green flag, indicating that there was a train on the line in front; that he saw no other signal at 'danger' until he came to the one where the collision occurred, and no one else showed a green flag; that on all former occasions when the line has been blocked at Hyde Road he has been brought to a dead stand at Longsight, and then he has received instructions to proceed cautiously by word of mouth and by the green flag; that on this occasion he received no message at all, and the signals were at 'all right' to go on." He also stated, that "the Hyde Road signal was against him, but it was a very foggy day, and he had not more than 30 yards to see the signal, as he could not see it at a greater distance. He thought he was running about 15 miles an hour when he first saw the signal, and when the collision took place." He says that "at the time he was running without steam, and he reversed the engine, applied the tender break, whistled for the guard's break, and turned on the steam the reverse way, and did all in his power to stop." The collision occurred at 3.40 p.m.

The guard of the train confirms the driver's statement as to the signals, but estimates the speed on passing Longsight and at the moment of collision at from 15 to 20 miles an hour. He says, "he did not hear any whistle for his break, and the first notice that he got that anything was wrong was the shock of the collision."

The effect of the collision was to throw the leading and driving wheels of the engine off the rails, to break the buffers and buffer plank of the engine, and the chimney was knocked off by the waggon that was

struck, rearing up and striking it, and some of the waggons were knocked to pieces.

The several causes which led to this collision were:—

1st. The absence of a down distant signal in the Longsight junction signal box, and worked by the signalman at Hyde Road.

2nd. The mistake of the Longsight signalman in taking off his down distant and junction signals for the mail train when he had not received "line clear" by telegraph from Hyde Road junction.

3rd. An objectionable and dangerous system of working traffic on a crowded line, by which drivers are taught to disregard the ordinary railway signals, and neither a prescribed interval of time nor an interval of space are preserved.

It is my duty to recommend, although with little expectation that the recommendation will be attended to, that this permissive block system be abandoned, and that where the telegraph is made use of in the working of traffic it should be for the purpose of preserving an interval of space between following trains, as adopted with complete success on the various metropolitan systems of railway and elsewhere.

Very little additional cost would have to be incurred for its introduction between Manchester and Stockport. Two, or at most three, additional telegraph stations only would be required.

Whatever mode of working is followed, the junctions at Longsight and Hyde Road should have up and down distant signals supplied, to be put on and taken off by the respective signalmen as required.

I have, &c.

W. YOLLAND,
Colonel.

*The Secretary,
Board of Trade,
Railway Department.*

LONDON AND SOUTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 21st August 1868.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the London and South-Western Railway Company, the enclosed copy of a report by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances attending the accident that occurred on the 4th August at the Weymouth station.

I am to express the hope of the Board of Trade that Colonel Rich's recommendations will be carried out.

I have, &c.

*The Secretary of the
London and South-Western
Railway Company.*
R. G. W. HERBERT.

*Board of Trade
(Railway Department),
Whitehall, 17th August 1868.*

SIR,

IN compliance with the instructions contained in your minute of the 7th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 4th instant at Weymouth station, when a London and South-Western train ran against the buffers at the end of the station.

Six passengers are reported to have complained of cuts and shakes, but the injuries do not appear to have been serious.

A train, which consisted of a tank engine travelling with the coal bunk in front, a guard's break van, a first, a second-class carriage, and an empty horse box,

coupled in the order given, left Dorchester for Weymouth, at 7.18 a.m. on the day in question.

This train was 3 minutes late in starting. It arrived at Weymouth about its proper time, 7.35 a.m.

The distance by rail from Dorchester to Weymouth is 7 miles. The north end of Briscoe tunnel, which is the summit of the line between these two stations, is 2½ miles from Dorchester. The line from that point falls towards Weymouth, on gradients of 1 in 53, one in 51, 1 in 75, and 1 in 188. The last half mile of line next to Weymouth station is level.

The driver of the train stated, that he shut off steam at the north end of Briscoe tunnel, and that his fireman applied the break slightly.

The guard of the train also applied his break as the train ran down the incline. He stated, that he eased it occasionally, and that he was not aware that the train was running too fast, until he ran past the engine sheds, at the entrance to Weymouth station.

The driver of the train does not appear to have noticed that his train was running at too high a speed until after he passed the London and South-Western engine shed at the entrance to the station, and his engine was running over a turntable which is close outside the station. He then did what he could to stop his train, but he did not succeed, and his engine struck the buffers at the end of the dock at a speed of 2 or 3 miles per hour.

The buffers were broken, the buffer of the first-class carriage and one buffer of the guard's van were driven up. The floor of the guard's van was slightly lifted, and the guard's break, which is reported to have acted well previous to the collision, was thrown out of gear by the shock. The engine is reported not to have been injured, and none of the carriages left the rails. The driver bears a good character. He has

been 12 years a driver in the service of the London and South-Western Railway Company, and has been running into Weymouth station for 7 years.

He stated, that the rails were so greasy at the entrance to Weymouth station, that the wheels would not bite when the breaks were applied. He ran into the station at too great speed, either from mistaking the speed of his train or from carelessness.

The dock which the train ran into is only 65 yards long, which is too short to receive a train. It should at all events be furnished with spring buffers, and the platforms should be extended.

I have, &c.,
The Secretary,
Board of Trade,
Railway Department.

F. H. RICH,
Lieut.-Col. R.E.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 4th September 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the London, Brighton, and South Coast Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident that occurred to a passenger train on the 4th ultimo, at the Victoria Station on the London, Brighton, and South Coast Railway.

I am, &c.

R. G. W. HERBERT.

The Secretary of the
London, Brighton, and South
Coast Railway Company.

Dulwich Common,
20th August 1868.

SIR,

IN compliance with the instructions contained in your minute of the 11th inst., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 4th August 1868, at Victoria Station on the London, Brighton, and South Coast Railway.

On the day named, a train for Croydon, which consisted of a tank engine (funnel in front), a second-class with break compartment, three third, two first, and a third-class carriage, with a break compartment and a guard, coupled in the order given, started from Victoria Station at its proper time, 7.30 a.m. The engine driver whistled for the platform signal, which was lowered at once, and the train started on its journey.

On reaching the first pair of facing points, which are situated about 25 yards nearer to Victoria Station than the signal hut, the engine left the rails. The front pair of wheels of the second-class carriage next to the engine also got off the rails, and the rest of the train remained on its proper road. The two or three front vehicles had passed safely through the points where the engine had mounted, except the second-class carriage, and the other coaches had not reached the points when the train was pulled up.

The train had not attained any speed before reaching the points; and as the driver reversed, and the fireman applied his break at once, it was pulled up when the engine had got about 30 yards beyond the points.

There were no passengers in the second-class carriage which was next to the engine, and there had been no complaints of any person in the train being injured.

The points and signals are arranged on the locking principle, and when the Company's officers examined them after the accident the locking was found to be very perfect, and it was so when I examined it yesterday.

A mark was found on the right-hand facing point after the accident. This point was rather thick and clumsy, and did not shut close home to the stock rail.

The engine, no doubt, mounted at this point. It has been adjusted since the accident, but does not fit as nicely as it should do.

I have, &c.
The Secretary,
Board of Trade,
Railway Department.

F. H. RICH,
Lieut.-Col. R.E.

LONDON, CHATHAM, AND DOVER RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 25th August 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the London, Chatham, and Dover Railway Company, the enclosed copy of a report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances attending the accident that occurred on 1st August at the Charlotte Street Junction.

The Board of Trade trust that Colonel Rich's recommendations will receive the careful consideration of the Directors.

I am, &c.

R. G. W. HERBERT.

The Secretary of the
London, Chatham, and Dover
Railway Company.

Board of Trade,
(Railway Department),
Whitehall, 19th August 1868.

SIR,

IN compliance with the instructions contained in your Minute of the 11th inst., I have the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 1st inst., at Charlotte Street Junction, on the London, Chatham, and Dover Railway.

Charlotte Street Junction is situated between Borough Road and Blackfriars Stations. It is the place where the main up line to Ludgate Hill Station crosses the down line, where the down line from Ludgate Hill branches into two lines, one for the metropolitan traffic, and one for the main line traffic, and where the goods branch to Blackfriars Station commences.

The points and signals are arranged on the locking principle, and the signalman's hut is built on a bridge which crosses all the lines.

On the 1st of August, the 12 o'clock train from Ramsgate left Herne Hill Station for Ludgate Hill at 2.9 p.m., two minutes late. The train consisted of a tank engine travelling with the coal bunk in front, a second, a first, two third class carriages, and a van, coupled in the order given. The train was detained about three minutes at Borough Road Station by the signals. It approached Charlotte Street Junction at a speed of about 10 miles per hour. The junction signals were all right for it to pass. As the engine ran through the junction points which lead from the main line to the goods branch, it left the rails in the direction of the goods branch. The carriage next to the engine got uncoupled, and left the rails; the leading wheels of the next first-class carriage also got off the rails; and the three last vehicles kept on the rails, in the proper direction towards Blackfriars Station. The train was brought to a stand, with the guard's van just inside the points, and the engine about 50 yards north of the junction points.

No passengers appear to have complained of injuries at the time, but one has complained since.

The driver stated that his engine left the rails very quietly. He reversed, his fireman applied the break. The guard immediately noticed the engine lurching, and applied his break, and the train was pulled up very quickly.

The locking apparatus of the points and signals is reported not to have been altered since the accident, and was in good order when I examined it. The points are also reported to have been found perfectly closed after the accident, and the pointsman on duty stated, that he could see them from his hut, which is 43½ yards from them, and that they were perfectly closed when the train was approaching.

It appears, however, that these points had been troublesome for some time, and that they had been what the signalman on duty called slack, for two or three weeks prior to the accident. This signalman, in explaining what he meant by slack, stated, "that the ganger had to look at them three or four times a day; that they did not close perfectly, and that when they got a kick on one side, they came away from the stock rail at the other side." The signalman, who had just been relieved prior to the accident, stated, "these facing points worked very well before the 1st instant; sometimes they were a little out, but I always considered it owing to the change in the weather. Sometimes they required the lever pulling twice before they would go well home to the stock rail."

He reported these defects to the permanent way ganger, who would then adjust them; but remarked to the signalman, that "he could never get them quite right, according to his liking."

Neither of these signalmen reported the defects to the inspectors or superintendent, who are in the habit of visiting their huts daily. Their reason for not doing so was, that they did not consider the defects of sufficient importance.

I am of opinion, that the adjusting of the rods that move the points in connection with the locking apparatus, was not work which the ganger could be expected to understand or to execute well, and that he was not a fit man to do this work. It is a mechanic's business.

The Company keep a man named Stubbins for this purpose; but he stated that the defects in these points were never reported to him. He said that he visited Charlotte Street box on the Wednesday previous to the accident, and that on examination, he found the whole apparatus connected with the points and signals in good order; but he could not tell me what signalman was on duty, or at what time he (Stubbins) was there that day, or any time that he

was there in the three weeks previous to the accident.

The accident occurred on the Saturday following Stubbins' visit; but it appears that one of his men, named Walters, considered one of the connecting rods to these facing points too short, and that he got a new one from Mr. Stubbins, and fixed it before 6 a.m. on the day of the accident.

Mr. Stubbins allowed this to be done without inspecting the apparatus, although he stated that he had examined it three days previous, and found it in good working order.

The accident occurred at 2.18 p.m. on Saturday. Stubbins was at Charlotte Street signal-box at 2 p.m. on that day. He worked the said points, and he said, that looking at them from the hut, they appeared to close perfectly, but that when the signalman worked them, and he stood at the points, he directed the signalman to work them sharply, because when worked sluggishly, they did not go close home. Stubbins, after working the points and placing the lever in the notch (where the signalman said it remained) for the main line train, left the box, telling the signalman, who complained of the points working heavily, that a second new rod would be put in that afternoon to the points of the goods branch. These points are worked on the same lever as the facing points on the main line at which the accident occurred. Stubbins added that he did not know that the new rod would make any difference in the working of the points.

It is proper for signalmen to work their levers sharply, and to do all their work zealously; but points cannot be considered in proper order, that require the signalman to take two trials at them before he can spring them into their proper place, or that require the signalman to work them in a particular manner.

A new gauge or connecting rod had been fixed to these very switches, about a week before the accident, to prevent one switch from leaving the stock rail when its corresponding switch was kicked. The working gear of these switches had, no doubt, been in an imperfect state for some time previous to the accident, and when I examined them on the 18th instant they did not work smoothly or well. One part of the gear appeared strained to make other parts act, the vertical connecting rod bent with the working, and one of the horizontal rods had a considerable bend in it. The points themselves were not as true as they should be.

The "Bute" engine that drew the train was of a similar class to that which fell over in Victoria Station, on the 18th June. The locking gear was found defective in that instance also. The "Bute" engine is reported to have been in good order, and has been running ever since the accident on the 1st instant. I examined it, and could detect nothing wrong with the engine to account for the accident.

These tank engines have radial axle-boxes to their trailing wheels, which are 11 ft. 9 ins. from the driving wheels. These radial axle-boxes are, no doubt, an advantage when the engine is running funnel in front; but I still think, as I reported in June, that these engines will not run as safely with the coal bunk (which is very high) in front.

I am of opinion that the accident was caused by the state of the points at Charlotte Street Junction. I recommend the London, Chatham, and Dover Railway Company to employ a competent man to attend to the apparatus connected with the points and signals, and by requiring him and the signalman to record the inspections, the Company can keep some supervision over his attendance. A platelayer should not be allowed to interfere with the locking apparatus.

I have, &c.

*The Secretary,
Board of Trade,
(Railway Department).*

*F. H. RICH,
Lieut.-Col., R.E.*

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 23rd November 1868.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances attending the collision that occurred on the 16th October near Deepcar station, on the Manchester, Sheffield, and Lincolnshire Railway.

I am, &c.

R. G. W. HERBERT.

*The Secretary of the
Manchester, Sheffield, and
Lincolnshire Railway Company.*

*Board of Trade,
(Railway Department),
Whitehall, 18th November, 1868.*

SIR,

IN compliance with the instructions contained in your minute of the 26th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 16th October 1868 near Deepcar station, on the Manchester, Sheffield, and Lincolnshire Railway.

Ten persons are reported to have received cuts and bruises. I was informed that none of the injuries are believed to be serious.

On the afternoon of the 16th ultimo, some waggons, which formed part of a coal train, had got off the rails of the down line near Hazlehead station, on the Manchester, Sheffield, and Lincolnshire Railway.

Arrangements were consequently made to work the traffic over the up line of rails and to use it as a single line between Penistone and Hazlehead station.

The engine of the coal train that had got off the rails was taken to run as a pilot engine and carry the pilot.

A down mixed goods train, which consisted of an engine and tender, 16 loaded, 4 empty waggons, and a guard's van, was stopped at Penistone in consequence of the break-down near Hazlehead. The engine of this goods train was pulled up about 150 yards to the east of Penistone station, as a train from Huddersfield was stopped in front of it.

The Manchester, Sheffield, and Lincolnshire Railway is on a descending gradient the whole way from Dunford Bridge (which is six miles to the west of Penistone) as far as Sheffield.

Penistone station is on an incline of 1 in 452. From the east end of the station the gradients are 1 in 100, 1 in 160, 1 in 131, and 1 in 120, to a point two miles east of Deepcar station.

The mixed goods train was pulled up on the incline of 1 in 100, and remained there for about 30 minutes. The guard stated that he got out of his van about ten minutes after the train stopped, having first screwed down his break, which he had no means of fastening.

The driver of the train received verbal instructions from his guard to follow the Huddersfield train, so as to get across on to the up line of rails, and then to get away over the single line to Hazlehead after the down express. The guard had received the pilot man's instructions to that effect.

As soon as the Huddersfield train moved on, the driver of the mixed goods train started. On doing so, he felt a jerk and directed his fireman to get off the engine and see what was the matter. This was about 6.25 p.m.

The fireman went to examine the train, and soon ran back to tell his driver that part of his train had run back towards Deepcar.

Only two waggons of this train remained attached to the engine.

The engine driver, on hearing that his train had broken away, walked across the line at once to ask the driver of the pilot engine, who was standing on his engine on a siding leading on to the up line of rails, to follow the runaway waggons.

The driver of the pilot engine refused to go, as he stated that he had no coals.

The driver of the mixed goods then went into the station office, where the telegraph clerks work, and asked them to telegraph to Wortley, the station to the east of Penistone, to warn them of the runaway waggons, so that they might be turned on to the up line of rails when passing that station. The Penistone clerk stated that the telegraph message was sent.

The Wortley station-master was sitting next to the telegraph instrument at the time that the telegram is said to have been sent from Penistone, but he stated that he did not perceive that Wortley was called, and he attributed his not getting the call to the clerks at some other station trying to get possession of the wire.

The waggons ran past Wortley and Deepcar stations. There is no telegraph at the latter station, but the Deepcar down distant signal was put to danger at once.

The passenger train which left Hull at 2.45 p.m., on the same day, left Sheffield at 6.17 p.m., and Oughty Bridge at 6.31 p.m., and came into collision with the runaway trucks, about one mile to the east of Deepcar station.

The passenger train consisted of an engine and tender, a guard's van, two third, one first, one second class carriage, and a guard's van with a guard, coupled in the order given.

The driver of this train noticed the three lights on the van at the tail of the runaway waggons as they rounded a curve, about half a mile in front of him. He believed that the red lights formed part of a train which was running back. As soon as he observed them, he took measures at once to stop his train. The guard of this train had noticed the Deepcar distant signal put to *danger* a moment before he heard his driver whistle for the breaks, and he had applied his break at once. The speed of the passenger train was reduced to about four miles an hour when it struck the runaway train.

The driver of the passenger train jumped off, and was only slightly bruised. The fireman could not say whether he had jumped off or whether he was thrown off. He was stunned by the collision, but appeared to be quite recovered. The guard was knocked down, but he was only slightly bruised, and got out at once with his signals, and had got back about 800 yards from his train when he stopped a special engine, which was proceeding to Hazlehead with the accident van and a gang of men to clear the line of the coal waggons that had got off near that station. The express train that leaves Sheffield at 6.40 p.m. for Manchester was also stopped immediately afterwards by the signals.

Mr. Rooth, the station-master at Penistone, had started on the engine of the Huddersfield train in pursuit of the runaway waggons, as soon as he could get that engine clear of its train and through the Penistone yard, but he had to run cautiously through the Thurgoland tunnel. He was stopped at Wortley by the signals, and he had to run slowly past Deepcar. He did not overtake the waggons till after the collision.

The engine of the passenger train had been thrown on its near side on to the left side of the line. It had separated from its tender, of which the two hind wheels were knocked off the rails. The passenger carriages and guard's van all remained on the rails and coupled to the tender. Eight waggons of the

mixed goods train were smashed. Four more were thrown off the rails and injured, and the rest remained on the rails.

If the guard of the mixed goods train had put on his break, as he stated that he did, the break must have loosened itself when the driver moved on. The guard stated that he was walking back towards his van at the time that the waggons got loose, and that he endeavoured to stop the waggons by applying three of the waggon breaks, but that he could not stop them or prevent their velocity increasing as they ran down the incline.

He also stated that his break had loosened itself when he was at Sheffield on the same morning, when some waggons had been shunted against his train, but he did not report this till after the accident.

The cause of the accident was the breaking of the

wrought-iron pin of the drawbar of the third waggon of the mixed goods train when the driver started the mixed goods train. This pin is about $\frac{3}{4}$ " diameter, and there is a second pin of the same size close to it, to keep the cheeks of the bar from spreading. I think both these pins might be applied as connecting pins, with advantage.

I would also suggest that all breaks be provided with the means of being fastened, and that all stations situated on long inclines, such as Penistone, should be protected by blind sidings below the stations to catch runaway vehicles. The block telegraph system should also be adopted.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

F. H. RICH,
Lieut.-Col., R.E.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 26th November 1868.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances attending a collision that occurred on the 2nd instant, near Ashton station, on the Manchester, Sheffield, and Lincolnshire Railway.

I am, &c.

R. G. W. HERBERT.

*The Secretary of the
Manchester, Sheffield, and
Lincolnshire Railway Company.*

*Board of Trade
(Railway Department)
Whitehall, 10th December 1868.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the London and North-Western Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred on the 2nd ultimo, near the Ashton station, on the Manchester, Sheffield, and Lincolnshire Railway, between a passenger train and a goods train, both belonging to the London and North-Western Railway Company.

Through inadvertence a copy of the report was not sent to you on the same day as that on which a copy was sent to the Manchester, Sheffield, and Lincolnshire Railway Company.

I have, &c.

R. G. W. HERBERT.

*The Secretary of the
London and North-Western
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 23rd November 1868.*

SIR,

IN compliance with the instructions contained in your minute of the 6th instant, I have the honour to report, for the information of the Board of Trade, the results of my inquiry into the circumstances attending a collision which occurred on the 2nd instant, near Ashton station, on the Manchester, Sheffield, and Lincolnshire Railway, between a passenger train and a goods train, both belonging to the London and North-Western Railway Company.

Twelve passengers are returned as having been shaken and otherwise injured by this accident.

At about 8.25 (45 minutes late) on the evening of the 2nd instant, a goods train, consisting of engine

and tender, 27 full and 11 empty waggons, and a break van, proceeding from Stockport via Guide Bridge to Stalybridge, drew inside the up distant signal at Ashton station, which was at "danger," to protect another train shunting in the yard. The first train came to a stand with its break van about 150 yards inside the Ashton up distant signal, which is 560 yards from the main signals, the line here ascending towards Ashton at the rate of 1 in 153. There is a considerable curve in the approach to Ashton, but the up distant signal has been so placed as to be visible to an approaching engine for a distance of at least 1,000 yards. Drivers, therefore, ought to be especially on the look-out for this signal, as, on account of the curve, any impediment on the road can be seen for only a very short distance. The breaksman of the goods train, after putting on his break, to prevent his train running back down the incline, left his van to ascertain the cause of their being stopped, and had got half-way towards the engine when he heard the 8.10 p.m. passenger train from Stockport whistling for the distant signal, and approaching at a speed which led him to think the driver was not intending to stop at the distant signal. He immediately ran back, waving his lamp, and had nearly reached his van when the engine of the passenger train came in sight, and ran into the van at a speed of about 5 miles an hour. The van was knocked about a waggon's length forward, and had one of its buffer castings chipped, which was the extent of the damage to the goods train. The passenger train, which consisted of an engine and tender, break van with guard, 1st-class, 2nd-class, and 3rd-class carriage, four vehicles in all, coupled in the order stated, had left Stockport at 8.10 p.m. correct time, and had kept good time along the road. It had to stop at Ashton station. The driver does not appear to have noticed the distant signal being against him until he arrived at 160 or 170 yards from it, when he opened his whistle, his speed being then 10 or 12 miles an hour; and he could hardly have used any means to reduce his speed until he actually saw the tail lights of the break van of the goods train or breaksman's lamp as he rounded the curve. He then shut off steam and reversed, and his fireman applied his break, the guard appearing to have put his on somewhat sooner. The buffers of the engine of the passenger train were locked with those of the break van of the goods train. The buffer plank of the former was damaged and buffer castings broken, but the passenger train received no further injury, and nothing left the rails in either train.

There is no question about the distant signal having been at "danger," and the lamp burning properly and visible from the distance of about 1,000 yards, the night having been clear.

This accident is, therefore, to be attributed to the

neglect of the driver of the passenger train in not having kept a proper look-out for the Ashton distant signal, and in not stopping at it before drawing inside it, in accordance with rule No. 26 of the Manchester, Sheffield, and Lincolnshire Railway Company's General Regulations. He was dismissed from the London and North-Western Railway Company's service on the day following the accident, and I can only express my hope that the prompt action of the company in his case may be an indication of their intention to enforce for the future a strict compliance

with the rule relating to distant signals. The breaksmen of the goods train is not free from blame, as by rule 27 of the regulations above referred to he ought to have gone back 800 yards with a hand signal, his van having been less than 200 yards within the distant signal.

I have, &c.

C. S. HUTCHINSON,
Lieut.-Col., R.E.

*The Secretary,
Railway Department,
Board of Trade.*

MIDLAND RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 31st October 1868.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Midland Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred on the 3rd August last, to a passenger train, near Hendon station, on the Midland Railway.

I am, &c.

C. CECIL TREVOR.

*The Secretary of the
Midland
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 22nd October 1868.*

SIR,

IN compliance with the instructions contained in your minute of the 20th August 1868, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 3rd August 1868, near Hendon station, on the Midland Railway.

The head guard of the train, who appears to have been standing outside his break compartment, probably preparing to jump off, was thrown down, and has since died from the injuries that he received. None of the passengers appear to have been hurt.

A train which consisted of a tank engine, travelling with its funnel in front, a third-class carriage with a break compartment, in which the second guard was travelling, another third-class, a second, two first, a second, a first, two second, and a third-class carriage with a break compartment behind, in which the head guard was travelling, left Moorgate Street station at its proper time, 10.48 a.m., on the day in question.

The train consisted of an engine and 10 carriages, coupled, as well as could be ascertained, in the order above given.

The train was to run to Hendon, and it was timed to stop at all stations on the road, which it did.

Eight minutes are allowed for this train to run over the $3\frac{3}{4}$ miles between Finchley Road station and Hendon station, and this time includes the time that the train is required to stop at Finchley Road station. The running speed would therefore be about 33 miles per hour.

The driver states that on the day in question he was running down the bank on the south side of the Brent viaduct at a speed of 30 to 35 miles per hour, and that when he arrived near the bottom of the bank he felt his engine give a lurch which threw him from the right side of his engine to the left side, and his fireman was thrown against him. When he recovered, his engine was rocking about. He shut off steam as soon as he could, and his engine became steady a moment or two afterwards. When he got about half way over the Brent viaduct, he noticed the signalman at the Brent junction, which is at the

north side of the viaduct, waving his arms at him, and on looking round at his train he saw that some of the carriages were off the rails. He reversed, and whistled for the guards' breaks, and the fireman applied the engine break.

The train was brought to a stand about 280 yards to the south of Hendon station, and at about half a mile from the place where the engine driver first felt his engine give a lurch.

The guard in the leading van felt his van give a lurch about the same place that the engine did, and as he was getting off his seat to go to his break, he was knocked down by a second jolt, after which he got to his break and put it on. He then held a red flag out of his window to attract the driver's notice. The train was more than half way across the Brent viaduct at this time.

When the train was brought to a stand, the foremost first-class carriage of the train was found with its leading wheels off the rails. The near front wheel was on the west side of the rails, and the off front wheel was between the rails. The third-class carriage, with the break compartment for the guard, which was in rear of the train, was altogether off the rails. The front wheels were jammed askew between the rails, the near hind wheel was on the west side of the down rails, and the other wheel was between the rails.

The first carriage that left the rails appears to have been the one at the tail of the train. The marks of its four wheels were easily to be traced on the sleepers. The mark of one wheel on the east side of the down line, and the mark of a third wheel between the rails, were to be found a little further on, and these appear to be the marks of the leading wheels of the first-class carriage.

This pair of wheels appear to have crossed the rails when passing the Brent junction. Only two coaches in the train appear to have left the rails. The first marks of a vehicle having left the rails are found about 132 yards to the south of the Brent viaduct, at the bottom of the incline of 1 in 200. The gradient rises on 1 in 396 from that place towards Hendon.

To judge from the distance that the train went after the vehicles had left the rails, I should suppose that the speed of the train must have been greater than 35 miles an hour at the time of the accident; but as the driver could not say what time it was when he brought his train to a stand; and as the guard, as well as the junction signalman, had no timepieces, I was unable to check the evidence of the company's servants who were in charge of the train, and who estimated the speed at which they were travelling as 30 to 35 miles per hour. When this line was inspected, it was stated by the company's officers that all junction huts would be provided with timepieces as soon as the line was opened for passenger traffic, but this does not appear to have been done at the Brent junction.

The line for some distance to the south of the Brent Viaduct is on a clay bank, which appears, like most clay banks, to have given some trouble by sinking

and slipping from time to time. The permanent way on this bank is not in thoroughly good order at present, and from the evidence, the trains did not run steadily over it at the time of the accident. It was in charge of the contractor at that time.

I recommend that trains should not be run at such high speed over the unsettled portions of this new line, and certainly not until a reasonable quantity of good gravel ballast is added to the burnt clay, with which the surface of the line at the London end was originally formed.

I further recommend that timepieces be supplied to all junction boxes.

The practice of leaving the maintenance of new lines in the charge of the contractors, when the lines have been opened for passenger traffic, is objectionable.

I have, &c.

*The Secretary of the
Board of Trade,
Railway Department.*

F. H. RICH,
Lieut.-Col. R.E.

MIDLAND RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 26th November 1868.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the directors of the Midland Railway Company, the enclosed copy of the report by Colonel Yolland, the officer appointed by the Board of Trade to inquire into the circumstances attending the collision that occurred on the 31st October, at Wigston Junction on the Midland Railway.

I am to request that the observations at the close of Colonel Yolland's report may receive the special consideration of your directors.

I have, &c.

R. G. W. HERBERT.

*The Secretary of the
Midland
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 24th November 1868.*

SIR,

I HAVE the honour to state, for the information of the Board of Trade, in obedience to your minute of the 12th instant, the result of my inquiry into the circumstances which attended a collision that occurred on the 31st ultimo between an express passenger train and a coal train at Wigston Junction on the Midland Railway, on which occasion four of the passengers are reported as having been injured.

Wigston Junction is situated about $3\frac{1}{2}$ miles south of Leicester. It is a triple junction, as the branch to Rugby and the South Leicestershire Railway are both connected at this point with the line from Leicester to Hitchin, which now forms a part of the Midland main line to London. It is protected by the usual junction signals in each direction. There are sidings off the up and down lines on the Leicester and Hitchin line.

On the day in question the 11.35 a.m. coal train from Toton to Wellinborough, consisting of an engine and 26 loaded waggons, including 1 break, which is appointed, according to the service time tables, to shunt at Wigston Junction for the 1.35 and 1.45 p.m. up passenger trains from Leicester to London, arrived at the junction at 1.25 p.m., or 10 minutes late, but about 16 minutes before the 1.35 p.m. up train is due to pass without stopping before it reaches Bedford. The coal train did not stop at the junction, but ran ahead on the up line of the Leicester and Hitchin Railway, in order to shunt into the up siding, which is entered by a pair of back points some 350 yards south-east of the junction. There were 39 waggons already standing on that siding, and the driver of the coal train was engaged for about ten minutes in endeavouring to place his own train in this siding, but was unable to accomplish it, and had only put in nine waggons and the break; and then by the direction of the guard, with the sanction of the signalman, who had placed his signals at danger as soon as the coal train arrived, and apparently with the approval of Wigston station master, who had arrived from the station, he commenced to back the remainder of his train past the junction signal box, in order to

place it on the up line of the Rugby branch, out of the way of the up express train. The driver had not succeeded in getting his train off the London line when he saw the express train coming past the distant signal, and he immediately brought his train to a standstill, and then turned on the steam again, to go ahead, in order to avoid a collision. When he stopped, the tender stood close to the junction points, and he says that he had just started a few yards when the express came up, and ran into the last waggon of his train, knocked three waggons off the line, and broke two of them to pieces, blocking both lines of rails. The collision is said to have taken place about 78 yards north of the junction signal box.

This point is protected by a distant signal placed 700 yards north of the box, and this signal can be seen by the driver of an up train at a distance of about 550 yards. It is admitted by the driver of the 1.35 p.m. up express train, which consisted of an engine and tender and ten carriages, including two break vans, and with two guards, that this distant signal, as well as the junction signal, both stood at danger when he came in sight of them; and he states that he shut off the steam as soon as he saw the distant signal, applied the tender break, and whistled for the distant and junction signals to be taken off. The approach to the junction is round a curve and through a cutting, and the driver says that as he went round the curve he reduced his speed, but as the signals were not taken off, he told his fireman, when he got sufficiently near, to stop at the junction, as the road was clear up to that point. He says he told the fireman to do so as soon as he could see that the junction was clear, which might be about 350 yards or a little more from the junction, and when drawing a little nearer he saw some waggons setting back on the same line, and then he reversed his engine and turned on a little steam the reverse way, and that after the engine wheels had made a few revolutions, the reversing lever flew into forward gear, and knocked him up against the weather board; that he extricated himself as soon as possible, and then reversed the engine again and whistled for the guard's breaks; subsequently he added that he was sure that he had whistled for the guard's breaks when he first reversed the engine. He estimates the speed at which he was travelling when he first saw the distant signal at 40 miles an hour, the usual speed, and at three or four miles an hour when the collision took place; other witnesses place it at seven or eight miles an hour.

The two guards of the train state that they travelled at the usual speed up to the distant signal, and then they began to slacken speed, and both guards say that the guards' breaks were whistled for and put on just after the distant signal was passed, and that they only heard them once whistled for.

The engine was slightly damaged.

This collision was due to the driver of the express train not having obeyed the company's rule No. 82, which states, "when the driver of any engine or train shall find a distant or wire signal turned on, exhibiting the danger signal, HE SHALL IMMEDIATELY

"stop, and afterwards proceed very slowly and cautiously forward, and bring his engine or train to a stand as near the station or junction protected by such distant signal, as the circumstances of the case will allow." If it were obeyed there would be few collisions, but there does not appear to be any attempt to uphold the rule on this railway. According to the guards' evidence, this distant signal was passed at the usual rate, which cannot be less than 40 miles an hour, if time is to be kept, with the whistle screaming for the signals to be lowered, and when the driver sees the line clear up to the junction, he tells his fireman to stop at the junction.

If this accident had terminated fatally to any individual, this rule would have been produced in court to prove that the blame rested on the driver, ignoring the fact altogether that it is never obeyed unless the driver can see an obstruction on the line, when he does his best to stop as quickly as the means placed at his disposal will allow; and if these facts are not known to the company's management it is time they should be.

The Midland Railway Company are working their traffic in the immediate vicinity of London, on their newly opened line to St. Pancras, with the assistance of the electric telegraph and on the block system, because, I am told, it is safer. It is, in my opinion to be regretted, either that Parliament does not render the introduction of this system compulsory, or give the Board of Trade power to order its adoption when circumstances require it.

It was proved at the inquiry that there was not sufficient length in the up siding to accommodate the coal train, in addition to the waggons which were standing there, and it frequently happened, in consequence of this deficiency, that trains had to be placed on the Rugby branch.

I have, &c.

*The Secretary of the
Board of Trade
(Railway Department).*

W. YOLLAND,
Colonel.

MIDLAND RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 7th December 1868,*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Midland Railway Company, [North-Eastern Railway Company,] the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to enquire into the circumstances connected with the accident which occurred on the 2nd ultimo, to an express passenger train belonging to the North-Eastern Railway Company whilst travelling over the Midland Railway near the Hunslet Station.

I have, &c.

R. G. W. HERBERT.

*The Secretary of the
Midland Railway Company.
The Secretary of the
North-Eastern
Railway Company.*

*Board of Trade,
(Railway Department),
Whitehall, 2nd December 1868.*

SIR,

IN compliance with the instructions contained in your minute of the 12th ultimo, I have the honour to report for the information of the Board of Trade, the result of my inquiry into the circumstances attending an accident which occurred on the 2nd ultimo, near Hunslet station on the Midland Railway to a North-Eastern express train from Leeds to York, owing to the breaking of the tyre of the left leading wheel of the engine drawing the train.

No passengers or servants of the Company are returned as having been injured.

The train to which the accident happened was made up in the following order: engine No. 217 and tender, a van, four carriages and a second van with a guard. It had left Leeds at 4.50 p.m. and had run at its usual rate till near Hunslet station, about two miles from Leeds, where speed had to be slackened owing to shunting going on at some sidings beyond Hunslet. A speed of from 25 to 30 miles had again been attained, when about $\frac{1}{2}$ of a mile beyond a crossing at the Hunslet sidings the driver heard a noise like a pistol report, immediately after which the leading wheels of the engine left the rails, the left wheel having jumped over the left rail. He at once shut off steam, put the engine into middle gear, opened the sand pipes, had his tender-breaks applied, and whistled for the guard's-breaks, which he afterwards found

were put on. The train was thus stopped in about 350 yards without anything further leaving the rails; after running about half this distance, the motion bars became jammed, in consequence of which the driving and trailing wheels must have then slid along the rails till the train stopped.

On examination of the engine it was found that the left leading wheel had lost its tyre, which had separated at a weld, and had then broken away from the wheel without being further injured; there was an interval of 18 inches between the parts that separated, one of which was jammed between the wheel and cylinder, and the other between the motion bars. The tyre had been fastened to the wheel by six $\frac{7}{8}$ inch tap bolts, all of which had broken off close to the junction of the tyre and wheel.

The damage to the engine was as follows; the left leading spring had six out of 14 plate springs, and the right leading axle-box broken; the left motion bars were bent, and also the pump and piston-rods. No other damage was done to the rolling stock, nor any to the permanent way, except that one or two chairs were broken.

Engine No. 217 was built at the Bowling Iron Works in 1853. It is a four wheel coupled engine, with $15\frac{1}{4}$ " inside cylinders, 22" stroke, the leading wheels four feet in diameter, the driving and trailing wheels six feet in diameter.

			feet. ins.
The distance between the centres of the			
leading and driving wheels is	-	-	7 2 $\frac{1}{2}$
Ditto driving and trailing	-	-	7 6
Total wheel base	-	-	14 8 $\frac{1}{2}$
The weight on the leading wheels is	-	-	tons. cwt.s. 9 10
Ditto driving do.	-	-	11 11
Ditto trailing do.	-	-	7 18
Total	-	-	28 19

The tyres are of wrought-iron with welded joints; the one which broke had been originally $5\frac{1}{4}$ " wide, with an average thickness on the bearing part of $2\frac{1}{2}$ inches, which had been reduced, by wear and by having been turned, to $1\frac{5}{8}$ inch at the time of fracture. It had run 14,285 miles before being turned, and 1864 miles since. The weld at which the fracture occurred had evidently been originally an imperfect one, quite

half the sectional area showing no signs of adhesion ; at one point there was only $\frac{1}{8}$ inch of sound metal next the outside of the tyre. The six bolt holes, $\frac{7}{8}$ inch diameter, entered the metal $1\frac{1}{8}$ inch from the inside. As before stated, all the bolts broke off when the weld gave way.

It is stated that the engine had been carefully examined before the journey on which the accident happened, and that the tyre had sounded all right when tried with the hammer, and there is no reason to doubt that such was the case.

The accident was clearly caused by the tyre suddenly giving way at the defective weld ; and the question naturally arises whether so long as welded tyres fastened only by bolts continue to be used for the

wheels of railway rolling stock, some effectual mode of testing the soundness of the welds, particularly after the tyres have been turned, ought not to be devised.

The immediate breaking of all the bolts, upon the giving way of the weld, is only another proof of the danger arising from this imperfect method of attaching tyres to wheels, and it certainly behoves Railway Companies to adopt one of the many preferable methods at every possible opportunity.

I have, &c.

C. S. HUTCHINSON,
Lieut.-Col., R.E.

*The Secretary,
Railway Department,
Board of Trade.*

MIDLAND RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 23rd January 1869.*

I AM directed by the Board of Trade to transmit to you, for the consideration of the directors of the Midland Railway Company, the enclosed copy of the report made by Colonel Yolland on the collision which occurred on the Midland Railway, at the Mansfield junction, on the 19th ultimo.

I am, &c.

*The Secretary of the
Midland*

Railway Company.

R. G. W. HERBERT.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 13th January 1869.*

I HAVE the honour to state, for the information of the Board of Trade, in obedience to your minute of the 22nd ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 19th ultimo, on the Midland Railway, between a passenger train and a train of empty carriages, at the Mansfield junction, Nottingham, on which occasion the two engines of the trains proceeding in opposite directions came into collision with each other, when both were thrown off the rails and a good deal of damage was done to them and to some of the vehicles in both trains. Claims from 47 passengers for injuries received had been sent in, at the time I made my inquiry, but it is hoped that no passengers were very seriously injured. Four of the company's servants were hurt ; the guard of the Mansfield train seriously, having had his arm and collar bone broken.

The Mansfield junction is situated about three-quarters of a mile west of Nottingham station. From this junction eastwards to the Nottingham station there are four lines of railway, two on the south side allotted to passenger trains, and the other two to goods trains ; and from the junction westwards and northwards, two lines of railway form the main lines to the Trent junction and two others constitute the Mansfield branch, and all the lines west of the junction are used alike by passenger and goods trains.

There is a signal box south of the lines opposite the junction, with two signal posts and four semaphore arms on each, two above and two shorter arms below. The arrangements are somewhat unusual. I had heard of them before on the Midland system, but, as far as I recollect, had not become practically acquainted with them. The upper arms are lowered to sanction the approach of trains to the junction from the east or west, and the lower arms are lowered to sanction trains proceeding on the different lines of way from the junction.

The arrangements are stated to possess certain advantages over the ordinary system of signalling.

On the night of the 19th instant a coal train from Eckington for the Great Northern Railway was telegraphed from Long Eaton junction (six miles distant), and it passed the Mansfield junction signal box at the rate, as stated by the driver, of about 20 miles an hour, proceeding along the passenger line to Nottingham station. About five minutes after the coal train was telegraphed from Long Eaton junction the signalman states that he received another telegraphic message for a passenger train also from Long Eaton junction, but no record is kept of the times when these signals were received.

In the meantime the 8 p.m. passenger train from Nottingham to Mansfield, consisting of engine and tender, five carriages, two vans, and a horse box, which was late in leaving Nottingham station, had been stopped at the junction by the signalman, while he allowed the coal train to pass on towards Nottingham station, as the two lines on which these trains were travelling crossed each other ; and as soon as the coal train had got clear of the junction the signalman took off his signals for the 8 p.m. passenger train to proceed to Mansfield, the junction and distant signals applicable to a train from Long Eaton junction being on at danger, the distant signal having been placed at danger as soon as the coal train passed it. The 8 p.m. passenger train accordingly proceeded on its way, and had attained a speed, according to the driver, of about 10 or 12 miles an hour, when, as the engine was crossing the down main line from Long Eaton Junction to Nottingham, it was run into by the engine of a train of empty carriages, which had followed the coal train, and had approached the junction without being seen by the signalman or the driver of the 8 p.m. passenger train ; the left buffers of the two engines coming in contact. It was very fortunate that the Mansfield train was not further ahead, or the consequences might have been very serious indeed, as the chances are that the passenger train would have been cut in two by the engine of the train of empty carriages. As it was, the engine and tender of the Mansfield train were thrown off the rails and badly damaged, the leading van was also broken very badly and thrown off the rails, and so also was the horse box at the tail of the train. The driver of the Mansfield train was rendered insensible by the shock, and the guard had his arm and collar bone broken, as already stated. The engine of the train of empty carriages was thrown off the rails, and the van next to it was broken to pieces ; the driver and fireman of this train were bruised and cut. The estimated cost of repairing the damages to the rolling stock is about 350*l*.

The train of empty carriages consisted of an engine and tender, five carriages, and two vans ; and the driver states that he overtook the coal train at Long Eaton junction, and was signalled past that junction by hand signal, the junction signals being at danger,

and he asked the signalman there what train was ahead, and was told that it was the Eckington coal train, and that he was to go gently on. He thinks the coal train was 200 or 300 yards ahead at that time, and he looked at his watch when passing the Eaton junction, and it was then a quarter past 8 o'clock. He says he continued to follow the coal train at 300 or 400 yards behind it, it might at times be more, till he came up to the Mansfield junction distant signal, which is about half a mile from the junction, and at that time, he says, the break at the tail of the coal train appeared to be passing over the junction. He admits that the distant as well as the semaphore signal at the junction, both stood at danger against him, and he says he sounded the whistle and passed the distant signal in accordance with the usual practice, and, in defiance of the Midland regulations, at the rate of perhaps 10 miles an hour, and that he was travelling much slower than he had been, as the coal train had slackened speed in approaching the junction. He says that he continued to go down towards the junction, and when about 150 yards from it, he sounded the whistle sharply for a hand signal, and he saw a light in the box, which he took for a hand signal; that he repeated the whistle, and the light was repeated. He then told his mate to take off his break, and let the train go as it was all right. He says that on both occasions the light was moved across the box, and he saw it through the window.

In explanation of the latter part of this evidence, I should state that there is a regulation on the Midland Railway, dated 28th January 1856, which says that "In cases where trains have been stopped at a semaphore and have drawn sufficiently near for the pointsman to communicate verbally with the driver, it is not at all times expedient that the line in the rear of the train should be exposed by the semaphore being lowered, and drivers will in such cases, if requested to do so by the pointsman, pass the semaphore on receiving the necessary signal by "Hand Lamp, or flag."

The signalman denies having waved the lamp as a signal for the train of empty carriages to pass the junction, but admits having moved his hand lamp on two occasions, but not on the western side of the signal box, but towards the door, which is on the eastern side.

I am unable to say whether the driver of the train of empty carriages did think he was signalled forward by the hand lamp, or that he only put this forward as an excuse. There is no doubt that he and the fireman both thought the Mansfield train was an up train leaving Nottingham station at 8.30 p.m. for the Trent station, and this train would not have crossed the path of the train of empty carriages.

In the company's book of regulations the "danger" signal is directed to be exhibited for five minutes after a train or engine shall have left; and an extract from the register kept at the Eaton Junction signal box states that the Eckington coal train left at 8.15 p.m. after waiting 32 minutes for a fast train to pass, and the train of empty carriages is said to have left at 8.20 p.m., showing that the interval of time had been properly observed; whereas the evidence of the fireman of the train of empty carriages is that they passed not more than a minute after the coal train. And there was about that interval of time at the Mansfield junction between these two trains.

I am of opinion that the use of hand lamps at night to signal trains past important junctions is most objectionable and dangerous, and it has led to many collisions. If the traffic on this section of the Midland Railway or elsewhere on that line is so large that there is risk in lowering the junction semaphore signal, so that a second train may be called forward, it is high time that a different system of working should be adopted by substituting an interval of space for an interval of time, with the assistance of the electric telegraph. If this is not resorted to, it would be better to make use of a low fixed signal, to be turned from red to green when it is desired to call a train past the junction; but the use of the hand lamp should be abolished for this purpose.

If, as is done on some lines, the fact of the detention of the fast train had been telegraphed to the Long Eaton junction signal box, the Eckington coal train need not have been delayed 32 minutes, and this collision would have been avoided.

*The Secretary
(Railway Department),
Board of Trade.*

I am, &c.
W. YOLLAND,
Colonel.

NORTH BRITISH RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 21st November, 1868.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the North British Railway Company, the enclosed copy of the report by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances attending a collision that occurred on the 20th October at Riddings station, on the North British Railway.

*The Secretary of the
North British
Railway Company.*

I am, &c.,
R. G. W. HERBERT.

*Board of Trade
(Railway Department),
Whitehall, 18th November, 1868.*

SIR,

In compliance with the instructions contained in your minute of the 26th October 1868, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 20th ultimo at Riddings station, on the North British Railway.

Seven passengers are reported to have received cuts and bruises, but it is believed that none of the injuries are serious.

A train which consisted of an engine and tender, one composite, one third-class carriage, and a guard's van with a guard, coupled in the order given, arrived from Carlisle, at Riddings station, at 4.35 p.m. (its proper time), on the 20th October 1868. The driver pulled up at the down platform at Riddings station. The passengers for Riddings were taken out, and those for Langholm, who had arrived by the train from Edinburgh, were put into the train. The train was then pushed back on to the up line to Carlisle, and placed below the points leading to the sidings at the east side of Riddings station. The engine was unhooked, and went into the sidings to fetch out three loaded goods waggons, which were to be taken on with the passenger train.

While the engine was in the sidings, the guard of the passenger train, who was in his van, heard a whistle. He looked out, thinking there might be a train from Carlisle, but not seeing any he looked the other way and saw a goods train on the up line on which his train was standing. The goods train was running round the curve about 250 yards to the north of Riddings station.

The guard of the passenger train saw that the

goods train could not stop. He took off his break, jumped out, and endeavoured to push his train back down the incline, which is about 1 in 100 at this place. The station-master, who was standing close by, assisted in pushing the passenger train, which was got under way before the goods train ran against it, at a speed of about 12 miles per hour.

None of the vehicles of either the passenger train or the goods train left the rails. The passenger train came to a stand about $\frac{3}{4}$ of a mile, and the goods train about $\frac{1}{2}$ a mile, to the south of Riddings station, where the line becomes level.

Some buffers and two windows were broken in the passenger train. No injury was done to the goods train.

The Riddings station and distant signals for the up line had been placed at danger half an hour before the goods train arrived, and they remained at danger until after the goods train ran into the passenger train.

The goods train consisted of an engine and tender, 20 waggons loaded with coal, nine loaded with goods and sheep, and a guard's van with a guard at the tail of the train. It left Riccarton station, which is $18\frac{1}{4}$ miles to the north of Riddings station, at 4 p.m. according to the statement of the driver, and at 4.5 p.m. according to the record kept at Riccarton station. It arrived at Riddings about 4.37 or 4.38 p.m. Its speed must therefore have been 30 to 35 miles per hour, although by the rules of the North British Railway Company, drivers of goods trains are directed not to exceed 20 miles per hour.

Riddings distant signal is about 960 yards to the north of the station. There is a repeating signal about 350 yards north of the station, as the distant signal cannot be seen from the station, owing to a curve in the line. The distant signal can be seen by a driver approaching from the north, when he is about 1,600 yards from it, and thence until he arrives

within 800 yards of the signal. It is then hidden from him by a bank for about 200 yards, and when the driver gets within 600 yards of the signal, it stands prominently in front of him until he passes it.

The line from Penton station, which is about $2\frac{1}{2}$ miles to the north of Riddings, falls towards Riddings on a gradient of 1 in 100. The gradient is 1 in 100 at Riddings station, and for half a mile to the south of the station.

The driver of the goods train stated that his fireman had his break on when he came in sight of the Riddings distant signal, when he was about half a mile to the north of the signal. The fireman, on seeing that the signal was at danger, screwed the break *hard* on. The thread of the screw gave way. The driver then whistled for the guard's break, which was applied, reversed his engine, put steam on, and did his best to stop his train, but could not do so.

The fireman jumped off as the engine was passing Riddings platform.

The thread of the screw of the tender break was found to be stripped after the accident. It was found to have been half worn out before the accident occurred.

The accident was caused by the driver of the goods train running at too great speed, and by his break giving way when it was urgently required.

I do not consider one break van sufficient for goods trains of 29 loaded waggons, particularly when running on such inclines; and I recommend that the arrangement of the Langholm junction at Riddings station be altered to an ordinary double junction, with locked points and signals, and that a siding to catch runaway vehicles be arranged, in connection with the junction points and signals.

I have, &c.,

*The Secretary,
Railway Department,
Board of Trade.*

F. H. RICH,
Lieut.-Col., R.E.

NORTH BRITISH RAILWAY.

*Board of Trade
(Railway Department),*

SIR,

Whitehall, 14th January, 1869.

I AM directed by the Board of Trade to transmit to you, to be laid before the directors of the North British Railway Company, the enclosed copy of the report made by Colonel Hutchinson R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the fatal accident which occurred to Mr. Lisle on the 6th of November last at the St. Boswell's Station of the North British Railway.

I have, &c.

*The Secretary of the
North British
Railway Company.*

ROB. G. W. HERBERT.

*Board of Trade
(Railway Department),*

SIR,

Whitehall, 9th January 1869.

IN compliance with the instructions contained in your minute of the 10th ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending the fatal accident to Mr. Lisle at St. Boswell's station on the Edinburgh and Carlisle section of the North British Railway on the 6th November last.

St. Boswell's is a station on the main line from Edinburgh to Carlisle, 40 miles from the former and 58 from the latter place. A short distance to the north of the station the Berwickshire line from Reston Junction joins the main line, and a short distance to the south of it the line from Jedburgh and Kelso runs in, St. Boswell's being the station for the

arrival and departure of trains for these two branch lines. It is provided with up and down platforms; the booking office, refreshment and waiting rooms are on the up platform (for passengers going south), there being simply a shed on the down platform. There is no communication between the platforms except by crossing the rails on the level. There are sidings both north and south of the station, Kelso trains being sometimes started from one of the latter. On the north side the line curves somewhat sharply to the east. Passengers from the north to the Berwickshire branch and vice versa, and from the south to the Kelso Branch and vice versa, have to change platforms, and in consequence of there being only a shed on the down platform, passengers arriving at that platform and having to wait for trains departing from it, are no doubt in the habit of crossing to the waiting and refreshment rooms on the up platform.

The number of main line trains passing through St. Boswell's is about 17 up and 17 down trains per diem; the number on the Berwickshire branch is 6 up and 6 down; and on the Kelso branch 9 up and 9 down.

It appears that on the 6th November, the deceased Mr. Lisle had arrived at St. Boswell's down platform from Kelso *en route* for Edinburgh (for which place he had a through ticket) at about 8 p.m. correct time. The night was at this time fine, though it had been previously snowing; snow was lying on the line, making objects clearly visible. As soon as the passengers had alighted the train was moved on into a siding out of the way of the main line train to the north due at 8.6 p.m.

At about 8.7 p.m. (5 minutes late), as the train from the Berwickshire branch was drawing up at a slow pace to the up platform, the driver felt the leading

wheels of his engine (which was running chimney in front) give a jerk; thinking the jerk was owing to a bad joint he went on, when a man roared out "Oh dear me!" twice, and had hardly got the exclamation out a third time before the engine was stopped, and the driver and fireman had got down to him. He was found lying across the rail next the platform, his left leg jammed between the sand pipe and left leading wheel, and his right leg broken at the thigh, nearly severed in two. Some few minutes elapsed before he could be extricated, and as he was being carried down the stairs of the station he expired from the shock to his system, &c. Although the station master, six of the company's servants, and several passengers were on the platform at the time of the accident, it could not be ascertained that any one had had any communication with Mr. Lisle or had seen him in the act of crossing the line, though, as before stated, the night was light from snow lying on the ground.

The accommodation at St. Boswell's station is certainly inadequate to the amount of traffic that is carried on at it. Where there is so much *necessary* crossing from one platform to the other a footbridge or subway should be provided; and for the accommodation of passengers going north a proper waiting room is very desirable on the down platform. Additional sidings for the arrival and departure of the branch line trains are also much needed.

Submitting these remarks for the serious consideration of the directors of the North British Railway.

I have, &c.

C. S. HUTCHINSON,
Lieut.-Col., R.E.

The Secretary
(*Railway Department*),
Board of Trade.

NORTH BRITISH RAILWAY.

Board of Trade
(*Railway Department*),

SIR, *Whitehall, 20th January 1869.*

I AM directed by the Board of Trade to transmit to you, for the consideration of the directors of the North British Railway Company, the enclosed copy of the report made by Colonel Rich, R.E. on the collision which occurred at the Dalkeith station on the North British Railway on the 14th ultimo.

I am, &c.

R. G. W. HERBERT.

The Secretary of the
North British
Railway Company.

Board of Trade
(*Railway Department*),

SIR, *Whitehall, 14th January 1869.*

IN compliance with the instructions contained in your minute of the 18th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 14th December 1868, at Dalkeith station, on the North British Railway.

The guard of the passenger train was cut in the head and his leg was broken. Four passengers received cuts and bruises.

A goods train from Earleston to Edinburgh (via Galashiels), which consisted of an engine and tender, 20 waggons loaded with grain and cattle, and a guard's van, reached Glenesk junction, about 8.15 p.m. on the day in question. The goods train was three hours late. The passenger train from Edinburgh to Dalkeith, which was also late, was passing Glenesk junction at the time the goods train arrived. Ten waggons and the engine of the goods train were detached at Glenesk junction, so as to be taken to Dalkeith, which station is on a branch, about $\frac{1}{2}$ a mile from Glenesk junction.

In consequence of the formation of the junction, the 10 waggons were pushed towards Dalkeith in front of the engine. The guard of the goods train got on the engine to go to Dalkeith with the part of the goods train intended for Dalkeith.

The Dalkeith distant signal is about half way between Glenesk junction and Dalkeith station.

The branch to Dalkeith is on a curve of about 14 chains radius, and the line is a double line from the junction to the signalman's hut, which is at the entrance to Dalkeith station yard. From thence to the station the line is single.

The line is in a cutting from the Dalkeith signalman's hut to within 200 yards of Glenesk junction.

When the driver of the goods train left Glenesk junction he was cautioned by the pointsman at the junction, that the Dalkeith passenger train was due to leave Dalkeith for Edinburgh. The Dalkeith distant signal was at danger when the driver of the goods train reached it, and he brought his train to a stand inside the signal. The guard got down off the engine, and went forward, to see about getting his train into the station.

On approaching the Dalkeith signalman's hut, he called to the latter, to ask him whether his train could enter the station; but the signalman, who was about 30 yards from the guard, held up his red light and called to him to "hold on." The guard replied, "All right." The signalman then gave the signal with his lamp for the Dalkeith passenger train to start. As the passenger train approached the points leading from the single on to the double line, the guard of the goods train heard his train advancing from the opposite direction. He ran towards it to stop it, but before he reached the engine, which was behind the goods waggons, the latter had struck the engine of the passenger train.

The passenger train consisted of a tank engine, travelling with its funnel in front, three loaded goods waggons, one guard's van, two third, two first-class, one composite carriage, and a second-class break carriage, with a guard. It left Dalkeith about 8.29 p.m.

Both trains are stated to have been moving at a speed of about four to five miles an hour at the time of the collision.

The driver of the passenger train was only about 12 yards from the goods train, when he observed it, by the light thrown on it from the lamp of the passenger engine. He had only time to reverse his engine.

The engine of the passenger train had its buffer broken, and the waggon behind the engine broke into the engine tank, two of the carriages were shifted on their frames, but none of the vehicles of this train left the rails.

The 3rd and 10th waggons from the engine of the goods train were thrown off the rails, and two waggons were damaged.

The accident was caused by the neglect of the driver of the goods train in moving on against the distant signal, which was at danger. His excuse was, that he thought that he heard his guard call to him, to "come on."

The driver and guard of the goods train were both inclined to push on regardless of instructions, as the junction signalman at Glenesk junction, desired them to take the whole of their train into Dalkeith, which

they did not do, but left half of it on the main line to Edinburgh, to which place they were taking the second half of the train.

I submit that the branch to Dalkeith should be doubled from Dalkeith signal hut up to the station platform, and that up and down signals and siding signals locked with the points should be provided at the Dalkeith signalman's hut. The signal of the up line

to Dalkeith should be furnished with a repeater placed between the signalman's hut and the Dalkeith distant signal.

I am, &c.

*The Secretary,
Board of Trade,
Railway Department.*

F. H. RICH,
Lieut.-Col. R.E.

NORTH-EASTERN RAILWAY.

*Board of Trade,
(Railway Department,)*

Whitehall, 8th January 1869.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the North-Eastern Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at the Arthington Station on the North-Eastern Railway on the 19th ultimo.

I am, &c.

*The Secretary of the
North-Eastern
Railway Company.*

R. G. W. HERBERT.

*Board of Trade,
(Railway Department,)*

Whitehall, 4th January 1869.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 23rd ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 19th ultimo at Arthington Station on the Leeds and Thirsk section of the North-Eastern Railway, between a special goods train and a passenger train. Six of the passengers are stated to have complained of being very slightly shaken and injured, but none are believed to be seriously hurt.

A special goods train, consisting of engine and tender, 26 waggons, and 1 van, reached Arthington goods station from Thirsk, on its way to Leeds, about 8h. 37m. p.m. This train had to leave four waggons at this station, and the driver had nearly pulled up his train, north of the points leading into a siding off the up line, when he was signalled forward by the guard, but was unable, in consequence of having nearly stopped, and having rather a heavy load on, to draw the whole of his train up the incline of 1 in 129, over the points. The driver then stopped, and got off his engine, uncoupled the four aftermost waggons and the van, and the guard then allowed them to drop down the incline, and stopped them, so that the van stood 95 yards north of the points leading into the siding, and the whole of the four waggons and van stood clear of the siding.

This siding is protected by an up distant signal 460 yards north of the points, worked from the shunter's box, which is about 250 yards south of the points, but about 700 yards north of the junction signal box at Arthington new passenger station; and this distant signal, which is well seen for a long distance, was placed at danger by the shunter, as soon as the special goods train passed it, and the lamp is stated to have shown a good back light towards the station through the small orifice at the back of the lamp.

As soon as the four waggons and the van had got clear of the points and the siding, the fireman shunted the remaining 22 wagons into the siding, then brought the engine out, and ran back on the up main line, and was hooked on to the four waggons and van, and was in the act of moving the whole of them ahead for the purpose of drawing them south of the points, and then shunting them also into the siding, when the

6.20 p.m. passenger train from Stockton to Leeds arrived, and ran into the van at the rear of the waggons at a speed estimated at four or five miles an hour, breaking in the end of the van, and knocking its front wheels off the rails, and slightly damaging one of the waggons; but the collision was evidently a slight one. It occurred about 8.48 p.m.

This passenger train consisted of an engine and tender, six carriages, and two guards vans, one second from the engine, and the other at the tail of the train, with one guard riding in the last van, which van was fitted with Fay's patent continuous breaks extending through the last three carriages. This train started from Harrogate station, about 10 miles north of Arthington, a few minutes late. It is allowed 15 minutes as the running time between Harrogate and Arthington passenger station, where it is appointed to stop; and it ran into the special goods train van, about 14 minutes after it left Harrogate, and was, therefore, running as nearly as possible at its average rate of about 40 miles an hour.

The driver states that he had not been informed that there was any special goods train in front of him, and that he thought all was right, as he received all-right signals at Weeton station, which is about three miles north of Arthington. He also states that he was on the look-out for the Arthington goods station up distant signal, but as it was thick he could not see it until he was about 30 yards from it. The fireman makes the same statement; and the guard says that although he was on the look-out for it, at first outside the van and afterwards through the window, he could not see it until he was directly under it. On the other hand there is an abundance of testimony that goes far to prove that if a good look-out had been kept by the driver and fireman of the passenger train this signal light should have been seen for a long distance, though (from the nature of the line) not continuously, before the passenger train reached the distant signal. It is distinctly stated that the lights on the passenger train were seen for a long distance, shortly after the noise of its approach was first heard.

The driver of the passenger train estimates the speed at 18 or 20 miles an hour when he first saw the distant signal; the guard thinks they were running at their usual rate, or at 30 miles an hour, at that part.

As soon as the driver and guard became aware that the distant signal was on at danger against them, there is no doubt that they did their best to stop, and fortunately the train was fitted with continuous breaks, as there was only about 365 yards to pull up in, part of which was on a level and part on a rising incline of 1 in 129.

I have no doubt that a good look-out was not kept, as the men in charge of the passenger train had not been informed of the special goods train being in front of them, as they should have been at Harrogate, and they were not in the habit of finding a train at this goods station.

If this section of the line had been worked with the assistance of the telegraph, and on the block system, this collision would not have occurred.

In the event of heavy fogs, which are said at times to prevail immediately north of the siding, and rising

above the viaduct across the River Wharfe, I do not consider that the up distant signal is placed sufficiently far to the north to protect the operation of shunting a train into the siding under the present mode of working the traffic; and either this signal should be moved to a greater distance, say to the north end of the viaduct, or, what would be more desirable, to lengthen the siding to the south, placing

the points close up to the shunter's box, which would enable him to attend better to his work at the goods yard.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND,
Colonel.

NORTH-EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 4th February 1869.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the directors of the North-Eastern Railway Company [the North British Railway Company], the enclosed copy of the report made by Colonel Hutchinson, R.E., on the collision which occurred on the 28th November last at Mickley sidings, on the North-Eastern Railway, between a mineral train belonging to the North-Eastern Railway Company and a passenger train belonging to the North British Railway Company.

I am, &c.

R. G. W. HERBERT.

*The Secretary of the
North-Eastern
Railway Company.
The Secretary of the
North British
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 16th January 1869.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, that, in compliance with the instructions contained in your minute of the 4th ult., I have inquired into the circumstances attending the collision which occurred at Mickley sidings on the Newcastle and Carlisle section of the North-Eastern Railway, on the 28th November, between a North-Eastern Company's mineral train and a passenger train belonging to the North British Railway Company.

Five passengers are stated to have been injured, one having had a rib broken; the driver, fireman, and guard of the passenger train were also somewhat hurt.

Mickley sidings are situated about $1\frac{1}{4}$ miles on the west or Carlisle side of Prudhoe station. The sidings lie on the south or down side of the main line, and are connected with the down line at two points about 560 yards apart. About 100 yards on the east or Newcastle side of the eastern connection there is a cross-over road between the up and down lines.

The western junction is protected by a home and down distant signal, the latter being 510 yards on the up or east side of it. The lamp of this signal is visible to a driver approaching from Carlisle for a distance of only 335 yards, on account of a curve in the line and the lowness of the lamp, which is only 14ft. above the rail level. This distance of 335 yards is liable to be still further reduced, if, as was the case on the evening of the collision, the sidings (which are above the level of the main line) are full of trucks, and if the direction of the wind (as was also the case when the collision occurred) blows the smoke from some coke ovens across the line towards the signal. The eastern junction and adjoining cross-over road are protected by two home signals and distant signals in each direction, the down distant signal being about 330 yards to the east of the east points of the cross-over road. The view of this distant signal is less impeded than that of the one protecting the west junction. The whole of this portion of the line falls towards Newcastle with a gradient of 1 in 317. It is one signalman's duty to

attend to the two sets of signals above alluded to, and as the handles are a distance of about 580 yards apart, it must take him nearly 5 minutes to get from one to the other. The Newcastle and Carlisle line is of very old construction, the ordinary six feet interval between the up and down lines being only 4 ft. 8½ in.

At 4.25 p.m. on the 28th November, the mineral train, due to start at 2 p.m., left Newcastle for Carlisle, having to stop at Blaydon, Mickley, and other stations beyond it. It had been detained on the up journey from Carlisle to Newcastle, which had made it thus late in starting on the return journey, and it did so consisting of only the engine and guard's van. It reached Blaydon at about 4.35, took up 18 waggons, and left for Mickley at 4.40. This was only 10 minutes before the 4.40 North British passenger train from Newcastle to Hexham, &c. was due to leave Blaydon. Rule 53 of the North-Eastern Railway Company's regulations prescribes that mineral trains shall not be started from any station within 15 minutes of the time of a passenger train being due; this regulation being subject to modification, according to the circumstances of the trains, the state of the weather, the weight of the load, and character of the engine. Thus a through cattle or goods train on a clear day or night, with a good engine, may be started before a passenger train which is nearly due, should the latter have to stop at all the stations. It is not stated *expressly* whether the station master is to decide in a case of this kind; but his name is introduced in further portions of the rule as being the person to decide in difficult cases, and rule 51 directs that "the station master shall direct the guard when to start the trains." On the present occasion, the guard of the mineral train received no instructions from any one in the Blaydon yard; but as his train was a light one, and had not to stop between Blaydon and Mickley, and as the North British train had to stop at three intermediate stations, he thought himself justified in preceding it.

The mineral train arrived at the west junction of the Mickley sidings at 5.3, the North British train being due to pass at about 5.9. The pointsman was there waiting for it, and put on the home and distant signals, to protect it, on its drawing up. Some conversation then ensued as to whether there was room in the siding for the train to back in out of the way of the following passenger train; and it being ascertained that there was not, it was decided that the goods train should be backed on the down line, and shunted through the cross-over road to the up line. Upon this the signalman declares that the driver began at once slowly reversing; that he ran after the train, and got on to the van step, on his way to the cross-over road signals, which he was going to put on to protect the shunt; that the guard was not in the van, but was running back for the same purpose; that after the goods train had gone back a short distance he heard the passenger train whistle, whereupon he jumped off the van step, waved his lamp to the driver of the goods train to tell him to go forward, ran across the up line, and fell into the hedge just as the collision occurred. On getting up again he found that the goods train had separated between the fourth and fifth waggons from the tail end, there being an interval of some ten waggons length between them. The driver of the goods train denies having com-

menced to move back until the signalman had reached the van, when he received a lamp signal to do so, and thought that the crossing signals had been put on. He also states, that after moving back about 70 yards he found his train had parted near the tail end; that he stopped in consequence; immediately after which the collision occurred. The guard of the goods train states that after seeing there was no room for it in the siding he went back towards the crossing to put on the signals, and had got to within 30 yards from the signal handles when the North British train passed him, going about 20 miles an hour. He gave the driver a lamp signal as he passed. He states that the goods train was at a stand when he left it, and that he did not think his driver would move back until he waved to him, which he (the guard) had not done.

The North British passenger train had left Newcastle at 4.45 p.m., five minutes late, consisting of an engine and tender, third-class carriage, two composites, and a break van. The train had stopped at Scotswood (where it was detained two minutes), Blaydon, Ryton, Wylam, and Prudhoe, from which latter station Mickley sidings are distant about $1\frac{1}{4}$ miles, having next to stop at Stocksfield, $2\frac{1}{2}$ miles from Prudhoe.

The driver, who had been driving on this section of the line for about three years, states that he received no warning at either of the stations he had passed of any train being in front of him, though the goods train could not have passed Prudhoe more than 9 or 10 minutes in advance. A signalman at a level crossing about 250 yards east of the cross-over road before alluded to also admits having given no warning to the North British driver, although the goods train had passed him only five minutes previously. (This man made the curious statement that the trains ran at such frequent intervals that it would needlessly stop the traffic if he were, in obedience to rule 55, to exhibit a danger signal for five minutes after the passing of a train. There is no evidence of such frequency on the working time tables published by the company, and if there were there would be all the more need for a strict compliance with rule 55.) In consequence of Mickley being a nasty place to pass at night, the North British driver states that he was running slow (not more than 16 miles an hour) in approaching it, and that when within a short distance (probably from 100 to 150 yards) of the down distant signal from the west junction his fireman caught sight of it at danger, and shouted "Hold on"; that upon this he shut off steam, opened his whistle (at the same time catching sight himself of the van lights of the mineral train and of the danger signal), reversed his engine, put on contrary steam, and opened his sand box. His fireman states that he had applied his breaks upon seeing the danger signal, and the guard, who appears also to have been on the look-out, states that he applied his likewise, upon seeing it. The speed is stated to have been reduced to 14 miles an hour on the collision taking place, which it did 88 yards on the west or down side of the distant signal post.

Nothing in the passenger train was thrown off the road, and but little damage was done to the rolling stock, the engine and train being able after some delay to proceed on the journey. The driver, fireman, and guard were all somewhat injured.

In the mineral train the van and four last waggons, which were separated from the remainder of the train by 10 waggons lengths, were more or less knocked about, two waggons being completely destroyed. The separation had probably occurred from the breaking of the couplings when the driver had stopped after going back.

In considering the circumstances attending this accident, I am clearly of opinion that the chief blame rests with the driver of the North-Eastern mineral

train, in commencing to move back on the wrong line before he was assured that the operation was properly protected. The distant signal ought not to have been assumed to have been sufficient protection, more particularly as he had himself passed it a few minutes before the collision, must have seen how much it was hidden by the waggons in the siding and the smoke of the coke furnaces, and knew that a North British passenger train was closely following him.

Rule 104 provides that when an engine is unavoidably obliged to move back on the wrong line, the engine driver shall send his fireman or guard back *1000 yards before the engine moves*. It is stated in rule 118 that a driver "is not to consider himself protected by a distant signal," but that "he shall carry out rule No. 33," which refers to the protection of a train to a distance of 1000 yards by means of detonating signals. These rules, and the points above alluded to, should have made the driver most cautious in the operation of backing his train, which I believe (judging from the evidence) he must have commenced to do almost immediately after his guard left the train to go to the crossing signals.

I am further of opinion that the driver of the North British train was running at a higher speed than he was justified in doing in approaching so dangerous a point as these Mickley sidings, knowing the short view that it was often possible to obtain of the east junction distant signal. He stated that if he ran at a speed that would enable him to pull up if necessary at the distant signal post he could not keep his time. This is probably true, as only six minutes is allowed from Prudhoe to Stocksfield, a distance of $2\frac{1}{2}$ miles, giving an average speed, including stoppages, of 25 miles an hour, allowing, of course, very little for slackening at Mickley. Knowing this, he should have represented it to his superiors, which would possibly have directed attention to the defective state of the Mickley signals.

On the present occasion he must have been running much faster than 16 miles an hour on his fireman sighting the signal, or have been much less prompt than he admits in reversing, &c., or, with such a light train, and with a gradient of one in 317 in his favour, he ought to have been able to have stopped in a distance of from 200 to 300 yards, instead of only having reduced his speed some two miles an hour.

The state of the signal arrangements at Mickley at the time of the collision was no doubt instrumental in causing it. It is impossible that one signalman can properly attend to two sets of points and signals 560 yards apart. There should be two signalmen, one to each junction, between whom and the signalman at the tramway level-crossing there should be a gong communication. The signals themselves were the old disc-signals, low in height, and showing at night either danger or nothing at all. The distant signals were either not far enough from the points of danger, or could not be seen for a sufficient distance by approaching trains. New semaphore signals were at the period of my inquiry being in some cases substituted for the discs, and it certainly behoves the North-Eastern Company to lose as little time as possible in remodelling the signal arrangements at this part of their line.

There seems to be a want of discipline in enforcing compliance with rules Nos. 53 and 55. No register of stopping and passing trains is kept at the stations, without which these rules must become more or less a dead letter.

I remain, &c.

C. S. HUTCHINSON,
Lieut.-Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

SOUTH DEVON RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 5th November 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the directors of the South Devon Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred to a goods train near Ivybridge station on the 7th ultimo.

I am, &c.
C. CECIL TREVOR.

The Secretary of the
South Devon
Railway Company.

Board of Trade
(*Railway Department*),
Whitehall, 30th October 1868.

SIR,

I HAVE the honour to state, for the information of the Board of Trade, in obedience to your minute of the 10th instant, the result of my inquiry into the circumstances which attended an accident to the 4.0 a.m. down goods train on the 7th instant near Ivybridge station on the South Devon Railway, when the train left the rails, and the engine was slightly damaged, five trucks were knocked to pieces or greatly damaged, and four others were less damaged. The head goods' guard was slightly hurt.

A short portion of the South Devon railway on the western side of Ivybridge station is still single, and the whole line is worked, with the assistance of the electric telegraph, on the block system. On the day in question the down goods train (consisting of an engine and 20 vehicles, including two vans with two guards), which is due to pass Ivybridge station at 11.30 a.m., did not reach that place until 12.30 p.m., just one hour late, owing to the Bristol and Exeter train being late in arriving at Exeter.

According to the working time tables, the next train to arrive at Ivybridge station was the 12.15 p.m. up passenger train, and to be followed by the 1.30 p.m. up north mail passenger train; and as soon as the 12.15 p.m. up passenger train (due at Ivybridge station at 12.47, but which did not get there till 12.54 p.m.) had reached that station, the down goods train was permitted to leave at 12.57, on its way to Plymouth; and it had not run much more than 1,100 yards before it suddenly ran off the rails in a cutting, while travelling at the rate of about ten miles an hour, owing to two short lengths of rail having been taken out, that they might be replaced by a new rail 22 feet in length. The engine ran a very short distance after it got off the rails, and the trucks also got off the line, and were heaped up on each other, causing the damage which I have already described.

The gang of platelayers on this length of line had authority from the company's engineer to take out damaged rails, and the ganger calculated that it would take 20 minutes to take out the two damaged rails from the north line of rails of the single line and to replace them by a new rail 22 feet in length; and he commenced to do the work immediately after the 12.15 p.m. up train had passed, so that it might be finished before the 1.30 p.m. up north mail arrived.

There is always a greater amount of irregularity in the running of goods as compared with passenger trains, and this is often unavoidably increased on single lines, so that the platelayers do not know when a goods train, which may happen to be late, may be expected, and, in consequence, signalmen are sent out in each direction half a mile from the place where a rail is to be taken out, each provided with a red flag and two detonating signals.

The evidence is quite distinct that this was done on this occasion, and it even appears that from the nature of the country through which the line passes, the signalman who had been sent out westwards to protect the spot from an up train saw the down train approaching some distance before it reached the cutting where the rails were out, and where it subsequently got off the line, and hastily returned towards the spot in order to call the attention of the other platelayers to the fact of the train approaching them. But the signalman who had been sent out towards Ivybridge was not observed by the driver, fireman, or the two guards of the down goods train, and no sound of a detonating signal was heard by either of these men, although two detonating signals are stated to have been put on the rails, and were picked up by the signalman who had been sent out eastwards to prevent the approach of a down train, and given to the ganger of the platelayers shortly after the accident, which took place about 1.7 p.m. The signalman stated that he only heard one of the detonators explode, the one which he first placed and clipped on to the rail; and that he had not time to clip the second one on to the rail, but placed it on the rail, and ran towards the goods train, which he saw approaching him, waving his flag and calling out as loud as he could; but he did not succeed in attracting the attention of the driver or fireman on the engine, as they were not looking out. He also says that he did not see either of the guards, and they did not observe the signalman. The rails were taken out, about 1,370 yards west of Ivybridge station buildings, and rather more than 1,100 yards from the place where the engine of the goods train stood before it left Ivybridge. The signalman showed me the places where he had put down the detonating signals, 720 yards from the spot where the rails were out, and also where he stood when the goods train passed him.

If a proper look-out had been kept by the engine driver and fireman, the signalman could have been seen at a distance of about 144 yards, and owing to a sharp curve in the line and the interposition of an over bridge and a cutting, the platelayers actually engaged in replacing the damaged rails could be seen about the same distance from the engine of the goods train. But the driver stated that he was some distance through the over bridge, and the platelayers were right under him, when he heard them shouting.

I was shown the remains of the two detonating signals which had been picked up; one of them had apparently been exploded, but the other had not, as the powder was found to be damp.

As regards the cause of the accident, I am satisfied that it was occasioned by the driver and fireman having neglected to keep a proper look-out ahead after leaving Ivybridge station; and also that the necessity for their doing so was not brought home to them by an explosion of a detonating signal loud enough to be heard as the train passed over it. The company's detonating signals require to be carefully examined, and their condition seen to, as it is, I think, absolutely certain that this accident would not have happened, by which a good deal of damage to the rolling stock has been done, if the two detonating signals placed on the rails had been effective. It is also worthy of consideration whether the signalman should not be furnished with a pistol loaded with powder, or a hand bell such as is used at stations for starting trains, to enable him to attract the attention of the driver and fireman of a train who are not keeping a good look-out.

The Assistant Secretary,
Railway Department,
Board of Trade.

I am, &c.
W. YOLLAND,
Colonel.

SOUTH-EASTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 19th December 1868.*

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the South-Eastern Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at the Cannon Street West Junction of the South-Eastern Railway on the 2d ult.

I am, &c.

*The Secretary of the
South-Eastern
Railway Company.*

R. G. W. HERBERT.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 14th December 1868.*

IN compliance with the instructions contained in your minute of the 6th ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the collision which occurred on the 2d ultimo at Cannon Street West junction on the South-Eastern Railway, between a train of empty carriages proceeding from Charing Cross to the Bricklayers' Arms, and a passenger train from Cannon Street to Charing Cross.

Fifteen passengers are stated to have been more or less injured, with contusions, bruises, &c., one person having had three teeth knocked out.

Cannon Street West junction is the west point of the triangle which connects the Cannon Street branch with the main line from Charing Cross to London Bridge; Stoney Street junction being the north point, and Borough Market junction the east point of the triangle. There are three lines of rail between Cannon Street and Charing Cross; the two outer used for up traffic to Charing Cross, and the centre line for down traffic. From Stoney Street junction to both West Cannon Street and Borough Market junctions there are sharp curves to the west and east; and very careful driving, and strict attention to signals, must be observed to avoid accidents. The junctions are all provided with locking apparatus, and are well signalled; the block telegraph system is in use for working the traffic.

At 11.37 a.m. on the 2d ult. the signalman in the Cannon Street West junction cabin received a telegraphic signal from Blackfriars, implying that a train of empty carriages was on the down line proceeding from Charing Cross towards London Bridge. He thereupon gave the signal "line clear" to Blackfriars, passed the message on to Borough Market junction cabin, the next telegraph station between him and London Bridge, and then lowered his down distant and home signals for the train to pass his box. At 11.38 he received a telegraphic signal from Stoney Street junction cabin, that an up North Kent passenger train was approaching from Cannon Street on the east main up line (which crosses the down line to London Bridge at Cannon Street West junction), on its way to Charing Cross. He thereupon gave "line clear" back to Stoney Street cabin, implying that there was no train on the line between him and Stoney Street, but necessarily (owing to his having already lowered his down signals) kept his up distant and home signals at danger, to signify that the junction crossing was not clear. In addition to the ordinary up home junction signal over the cabin, there is at Cannon Street West junction a disc or stop signal, which works in harmony with the home signal, at the actual fouling point of the up and down lines. The up distant signal is 200 yards, and the disc or stop signal 80 yards from the junction cabin; the former can be seen by an approaching driver at a distance of 200 yards, the disc signal at 150 yards, and the up home signal at 200 yards. These distances are, no doubt, small, but owing to the peculiar

character of the line at this point it seems hardly possible to increase them.

The signalman, having acted as before described, saw the North Kent train coming round the curve, at a pace which made him think it was not intending to stop, just as the train of empty carriages was approaching the crossing; he thereupon looked out of his window, and signalled to both drivers to stop. This, however, they could neither of them do, and the two engines came into collision on the crossing.

The train of empty carriages was drawn by a four-wheel coupled engine and tender, running engine first; it consisted of about 30 carriages, and seven or eight break vans, with three guards. At about 50 yards from the junction cabin, the driver caught sight of the North Kent train coming round the curve at a speed which led him to think it was not intending to stop at the junction. His steam was already shut off, and his speed not more than six or seven miles an hour, as he saw the Borough Market distant signal against him; he still further reduced his speed by getting his engine into backward motion, and having his breaks applied, and had nearly stopped before the collision took place. The right buffer of his engine struck the left-hand framing of the North Kent engine about the trailing wheel; the leading wheels left the road; and the buffer plank, leading axle box, and hornplate were broken, and the leading axle bent.

The North Kent train consisted of a four-wheel coupled engine and tender, running tender first, a third-class break carriage, a second-class, three third-class, two first-class, a break van with a guard, two first-class, and four other coaches, and a third-class break carriage with a guard,—15 vehicles in all,—coupled in the order stated. The train left Cannon Street at 11.37, two minutes late, and the driver acknowledges that he missed seeing the Cannon Street West junction distant signal, and only became aware that the junction signals were against him, when he must have been less than 100 yards from the disc or stop signal, when he was running at a speed of about 10 miles an hour, and when he caught sight of the train of empty carriages. He first tried to reverse his engine without shutting off steam, but the reversing lever flew back, and he was obliged to do it in the usual way; his tender breaks were also applied; the head guard, who had observed the distant signal at danger, had also applied his breaks. Some reduction in speed was thus effected before the collision took place. The engine of the North Kent train had its front and driving wheels knocked off the road; the axles of these wheels were broken short off, and the hornplates both broken, besides other minor injuries. The third-class carriage next the engine left the rails, and received some slight damage; six or seven chairs were also broken.

The cause of this accident was the negligence of the driver of the North Kent train in not keeping a proper look-out for signals, and this at a most dangerous part of the line. He has been a driver with the South-Eastern Company for about 20 years, and has always borne an excellent character. There is no suspicion of his having been drunk on the present occasion.

Had communication existed between the guards and driver of this train, it is possible that the accident might have been avoided, as one of the guards observed the danger signal which the driver overlooked. It is stated that this communication existed as far as Cannon Street, but that with North Kent trains it is ordinarily not used between Cannon Street and Charing Cross. It seems very desirable that it should be maintained throughout the journey.

The disc or stop signal at Cannon Street West junction should be made more visible by day, the disc not being at present sufficiently conspicuous.

I have, &c.

*The Secretary of the
Railway Department,
Board of Trade.*

C. S. HUTCHINSON,
Lieut.-Col. R.E.

VALE OF TOWY RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 5th February 1869.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the directors of the London and North-Western [the Llanelly Railway and Dock] Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred on the 31st October last to a passenger train on the Vale of Towy Railway, which railway is worked, as stated by the Vale of Towy Railway Company, by the London and North-Western and Llanelly Railway Companies.

I am, &c.

R. G. W. HERBERT.

The Secretary of the
London and North-Western
Railway Company.
The Llanelly Railway
and Dock Company.

Board of Trade
(*Railway Department*),
Whitehall, 22nd January 1869.

SIR,

IN compliance with the instructions contained in your minute of the 21st ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending the accident which occurred near Glanrhyd station on the Vale of Towy Railway on the 31st October last, to a passenger train belonging to the London and North-Western Railway Company and the Llanelly Railway Company (the Companies leasing the Vale of Towy Railway), owing to the tyre of one of the engine wheels breaking, whereby the train was thrown off the line.

Ten passengers are returned as having been injured by this accident, the injuries consisting of broken ribs, broken collar bones, shakes, cuts, and bruises, &c.

The train to which this accident occurred was the one due to leave Llandovery for Swansea at 5.10 p.m. It consisted of an engine and tender, third-class carriage, two composite carriages, and guards van. It left Llandovery about 10 minutes late, stopped at Llanwrda and Llangadock stations, and was travelling, according to the driver's statement, at a speed of 35 miles an hour, at a point of the line about two miles from the latter station and half a mile on the Swansea side of Glanrhyd station, (where it had not to stop), when the driver heard a report like a cannon, upon which he at once shut off steam, and whistled for the guard's breaks.

The engine at once left the road, and very shortly went down a low bank on the left side of the line into a drain, upon reaching which it turned over on its right wheels, and remained with its right side resting upon the slope of the bank. The tender followed, and was turned, wheels upmost, over the end of the engine, partly supported by an awning over the foot plate, the existence of which in all probability saved the lives of the driver and fireman. The third-class carriage next the tender was almost smashed to pieces, and its remains were found on the right of the line; the composite next in order followed the tender, and was jammed against it with its end knocked in; the next composite was off the rails to the left, but was not damaged, nor was the guards van, which was also off on the left-hand side; the couplings in the two last vehicles were not unfastened.

The part of the line where the accident occurred is single, the permanent way in fair order, consisting of flat-bottomed rails in 21 feet lengths, weighing 69 lbs.

to the yard, secured by dog spikes to sleepers at central intervals of 3 feet 1 inch, except at the joints, where the intervals are 2 feet 6 inches. The sleepers are partly oak and partly pine; but the whole of the line is now being relayed with oak sleepers. The rails are fished at the joints.

The gradient where the accident occurred descends towards Swansea (in the direction the train was going), at the rate of 1 in 560.

The cause of this accident was the breaking of the tyre of the left leading wheel of the engine. The first trace of the broken tyre was a mark on the outer edge of the left rail, about 10 yards from which the first of the five pieces into which the tyre separated was picked up; the remaining four pieces being found within the next 20 yards. These pieces measured respectively 3 feet 3 inches, 2 feet 3 inches, 3 feet, 1 foot 5 inches, and 2 feet 1 inch. The leading wheels of the engine left the rails to the left about 20 yards from the mark on the left rail, and the engine turned over about 145 yards from the same mark.

The engine to which this accident occurred was supplied by Messrs. Kitson & Co. of Leeds on 28th May 1868, and had run up to the time of the accident 18,327 miles. It is a four-wheel coupled engine, the driving and trailing wheels being 5 feet 6 inches in diameter, the leading wheels 4 feet.

The total wheel base is 15 feet 6 inches, the centres of the leading and trailing wheels being equally distant from that of the driving wheels. The weights on the wheels, when in working order, are as follows:

Leading wheels	-	-	9 tons.
Driving wheels	-	-	9½ "
Trailing wheels	-	-	9½ "
Total	-	-	28 "

The tyres are of cast steel. The accompanying section shows the form of the one which broke, denoting a slight amount of wear on the tread. The tyre was secured to the rim of the wheel by six bolts, the position of one of which is shown on the drawing, and by a dovetail on the outer edge. It is a patent mode of fixing, and somewhat resembles Beattie's tyre-fastening for engine wheels, except that in his there is a groove (instead of a dovetail) in the outer edge, and that he uses many more bolts.

The planes of fracture in the present case were all clean; one of them passed close to one of the bolt-holes, and it is very probable that here the tyre first gave way; the other bolts were all broken short off. The probable cause of fracture was from the tyre having been made of too hard a metal, and having been put on the wheel too tight. In one of the fragments, afterwards broken at the shops, there was no perceptible alteration in form consequent upon the blows which broke it.

Why the tyre should have broken at the place and time it did it is difficult to understand. The engine had been carefully examined at Llandovery before commencing its journey. (It is not the practice of the Llanelly Company to sound their engine wheels with a hammer, which their locomotive superintendent thinks a deceptive test.) The weather was mild; the speed according to the evidence not excessive; the permanent way (particularly the joints) in apparently fair order; no crossings near the spot.

It is very evident that the mode adopted in the present instance of securing the tyre to the wheel is not one which accomplishes the important objects of preventing the flying of the tyre in case of fracture; and it is to be hoped that the occurrence of the present accident may direct fresh attention to the

many modes which have been suggested of remedying this defect, and which the comparative paucity of bad accidents from broken tyres since the year 1861 may have caused to be too much overlooked. This, too, appears all the more important, considering the increasing use of steel tyres, and the difficulty, as in the present instance, of at all times securing the right

temper of the metal, and avoiding too great an amount of tension in shrinking the tyre on the wheel.

I have, &c.

C. S. HUTCHINSON.

Lieut.-Col. R.E.

*The Secretary of the
Board of Trade,
Railway Department.*

REPORTS
OF THE
INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT
TO THE BOARD OF TRADE,
UPON
CERTAIN ACCIDENTS
WHICH HAVE
OCCURRED ON RAILWAYS
During the Month of December
1868.
(PART FIFTH.)

Presented to both Houses of Parliament by Command of Her Majesty.
March 1869.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1869.

[Price 1d.]

41207

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LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade
(*Railway Department*),

SIR, *Whitehall, 15th February 1869.*

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the London and North-Western Railway Company [North Staffordshire Railway Company] the enclosed copy of Colonel Yolland's report on the collision which occurred on the 30th December last, at the Stockport Station, on the London and North-Western Railway, between two engines of the London and North-Western Railway Company and a passenger train of the North Staffordshire Railway Company.

I am, &c.,

The Secretary of the R. G. W. HERBERT.
London and North-Western
Railway Company.
The Secretary of the
North Staffordshire
Railway Company.

Board of Trade
(*Railway Department*),

SIR, *Whitehall, 25th January 1869.*

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 2nd instant, the result of my inquiry into the circumstances which attended a collision that occurred between a North Staffordshire up express passenger train, and a disabled engine drawn by another engine, belonging to the London and North-Western Railway Company, at the Stockport Station of the latter company, on the 30th ult. The collision appears to have been a severe one, as no less than 45 persons have complained of having been hurt, and some of the injuries are of a serious character.

The Stockport Station is situated rather more than $5\frac{1}{2}$ miles south of London Road Station, Manchester, and there are two main lines that run right through the station yard, but the passenger platforms are alongside of loop sidings, one on each side, outside the main lines; and, in addition to these loop sidings, there are other sidings for the accommodation of goods trains passing towards the back of the platforms. These several lines are gathered together at the north end of the station yard, where a signalman's hut is placed at the south end of the viaduct between Heaton Norris and Stockport, with station signals a few yards south of the hut, and an up distant signal placed somewhere near the middle of the viaduct, about 350 yards northwards from the station signal. Heaton Norris station signal is situated about 414 yards north of the Stockport up distant signal.

The traffic between Ardwick, near Manchester, and Heaton Norris Junction, where a line branches off to Leeds, is worked with the assistance of the electric telegraph, on what is termed the permissive block system; but from Heaton Norris Junction past Heaton Norris Station, and to the south end of the Stockport Station yard, the telegraph is not made use of in the same manner; but commencing again at the south end of the Stockport Station, the permissive block system is resumed southwards towards Crewe.

The north end of the Stockport Station yard is supposed to receive some additional protection by the Heaton Norris Station signalman being instructed not to lower his up station signal below "caution" when he cannot see the Stockport up distant signal, nor until it is lowered to "caution."

It appears that a special goods train from Heaton Norris for Macclesfield passed the Stockport signalman, travelling on the up main line, at Stockport at 2.39 p.m., and close behind it came a pilot engine with three loaded waggons. The 9.0 a.m. train from

Leeds to Liverpool followed the pilot engine at 2.41 p.m., with about 40 waggons on, and it was placed in the up loop siding or platform road. This Liverpool train was followed by a light engine drawing a disabled one, and these also were placed on the platform road, close up to the Liverpool train. At the time the two engines arrived, the signalman states that there was no fog, as he could see the Heaton Norris and his own distant signal. After the engines had stood about four minutes, the signalman states that he perceived fog coming on, and he told the fogman to go out with fog signals. At this time his up station and up distant signals were both at "danger."

It also appears that the 2.35 p.m. up North Staffordshire train from Manchester to Stafford, and consisting of engine and tender, seven carriages, and one break-van, with one guard riding in the van placed fifth from the engine, left Manchester at its appointed time. It has to stop first at Stockport Station, and the driver states: "That they came on 'all right past Heaton Norris Station, where he 'found the signal at 'caution;' that he shut off the 'steam, preparing to stop at the Stockport Station, '40 or 50 yards before he reached the Stockport up 'distant signal, which was on at 'danger' against 'him, and he put on the tender break at the same 'time; that it was very foggy and slippery, and he 'did not see the signal until just as he passed it; 'that he ran over one fog signal, but could not say 'whether it was before or after he passed the distant 'signal; that on reaching the distant signal he reversed his engine, whistled for the guard's break, 'and turned on the steam the reverse way; that 'he thinks he was running at from 20 to 25 miles 'an hour when he passed Heaton Norris Station, '18 or 20 miles an hour when he passed the distant 'signal, and 12 or 15 miles an hour when his engine 'ran into the engine of the disabled train, which 'had no buffers on it, close to the facing points at 'the entrance of the Stockport yard." The collision occurred at 2.48 p.m.

The effect of the collision was, to knock the tender of the disabled engine off the rails between the main and platform lines, and to drive it 24 yards ahead; to break the buffers of the tenders of the two London and North-Western engines, and the buffer-plank of the leading engine, by knocking it up against the Liverpool goods break-van; and some rails loaded upon nine waggons of this train were shifted by the shock. The North Staffordshire engine had both frame ends and buffers broken, and the inside frame bent; one cylinder cover and both valve spindles broken; motion and reversing rods bent; valve spindle glands and buffer-plank broken. Of the other vehicles in this train, some were off the rails, and seven out of the eight were damaged, three of the carriages largely; the buffers at the end of one carriage being forced into the end compartment of the next carriage behind it, so that the end compartments in two carriages were knocked in.

All the evidence goes to prove that the driver of the North Staffordshire train, on passing Heaton Norris Station, was travelling at the usual speed; and the evidence of the North Staffordshire Company's servants is to the same effect, as regards the rate of travelling past the Stockport up distant signal; while the London and North-Western Company's servants state that he was travelling faster than usual. He had evidently lost some time, as the collision did not take place until one minute after the time he was due at Stockport platform, 245 yards ahead; and it is certain that he did not expect anything was on the line in front of him. The driver is allowed 12 minutes for the running time between Manchester and Stockport Station.

This driver alleges that he never saw the Heaton Norris Station signal at "all right;" that it was never lower than "caution," and this statement is backed by the fireman and guard of the train, and also by a North Staffordshire locomotive foreman; but it is directly contradicted by the officers and servants of the London and North-Western Company.

The evidence of the platelayer, who was sent out for the second time that day to put down fog signals, when the fog suddenly came on about a quarter to three o'clock, is quite clear, and to the effect that the North Staffordshire train ran over and exploded the fog signal, where he had placed it 100 yards inside or south of the Stockport up distant signal; he says also "that he had not time to get farther out; that the North Staffordshire train was running very fast when it passed him, but he does not know the rate; that he heard the whistle for the guard's break, and noticed that the tender break was on, as the train passed him;" and this evidence, as regards the whistling and the tender break, is confirmed by the driver of the light engine.

The collision will probably turn out to be a rather expensive affair by the time the repairs to the rolling stock of the two companies is paid for, and the compensation for the injuries to passengers settled. It is, therefore, of importance to the respective Companies to determine who should be blamed, and to ascertain whether something should not be done to prevent a recurrence of the same kind of collision.

1. The Stockport Station was rebuilt and rearranged, I am told, five or six years since, and, as far as I can learn, it has not been submitted for the inspection of an officer of the Board of Trade since it was done. The signals at the north end of the station are insufficient, and those which exist are not locked with the points, so that at any moment there may be a repetition of the Walton accident by the train being turned into the wrong line by a mistake of the signalman on duty; but the absence of this locking had nothing to do with producing this collision. The up distant signal, placed at 350 yards from the station signal, is wholly inadequate for the protection of the entrance to a busy station yard, where, as in this instance, an engine is kept standing six minutes, 35 yards outside the station signal, and where the traffic is worked on such a vicious system that drivers are permitted to run past distant signals set at "danger," and cannot tell whether, when they see the station signal at "danger," it is intended that they should stop, or expect a hand signal from the signalman's box for them to go ahead, even when the preceding train has not passed three minutes. The up distant signal should be made identical with the Heaton Norris up station signal, at 764 yards

from the Stockport Station signal, and so arranged, mechanically, that it cannot be taken off except by the action of the signalmen at this box and at the Stockport Station box at the north end of the yard, but may be put on at "danger" by the separate action of either of these men.

2. The officers of the London and North-Western Railway Company attach blame to the driver of the North Staffordshire train because he did not pay attention to the "caution" signal exhibited at Heaton Norris Station. How can men be expected to regard "caution" signals when they are taught, by the practice on this line, to disregard even "danger" signals? In my opinion, the man is far more to blame for running so fast into a fog, where he could not see the up distant signal until he reached it.
3. It is unreasonable, also, to expect that drivers will recognise a distinction between two kinds of "caution" signals which do not visibly differ from each other. Thus at regular junctions the signals cannot be lowered beyond "caution," and thus they practically become "all right" signals to men who have to keep their time, or be found fault with for not doing so. At other stations they are usually employed to indicate that the previous train has not passed more than a defined number of minutes, differing on different railway lines, or portions of them, or that it has some other peculiar signification, as in this instance. It is certainly high time that uniformity should be made to prevail, as regards the signals to be made use of, and the signification to be attached to them. They cannot be made too simple; "all right" and "danger" are sufficient, signifying that a train is to "go on" or "stop;" but it is useless to attach any meaning to signals unless the discipline is upheld, and drivers are made to obey them instead of being taught to disregard them.
4. The driver of the North Staffordshire train was evidently driving at too high speed when he approached the up distant signal through the fog, and the train was not provided with a sufficient amount of break power to enable him to stop his train in the 314 yards that remained between the signal and the obstruction on the line; one break-van to seven other carriages, exclusive of the tender break, with one guard, is far too small an amount of retarding power to give a driver any chance of getting right, if he have made a mistake and kept the steam on too long.

I have, &c.,

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND,
Colonel.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 16th March, 1869.*

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the London, Brighton, and South Coast Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred on the 13th December last at the Three Bridges station of the London, Brighton, and South Coast Railway Company, from the explosion of naphtha in a truck of a goods train.

I am at the same time to forward an extract from a Report made by Colonel Rich, R.E., of the 14th September last, on the accident which occurred at Abergele on the 20th August last to the Irish mail train from coming into collision with trucks containing paraffin oil.

The Board of Trade request that the Directors will acquaint them with their views as to the manner of carrying explosive goods recommended in these reports.

I am, &c.

*The Secretary of the
London, Brighton, and
South Coast
Railway Company.*

R. G. W. HERBERT.

*Board of Trade
(Railway Department),
Whitehall, 14th January 1869.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 15th ult., the result of my inquiry into the circumstances which attended the accident that occurred at the Three Bridges station of the London, Brighton, and South Coast Railway on the 13th December, from the effects of which accident two of the Company's servants, guards F. French and J. Harris, subsequently died.

About 1.50 a.m. on Sunday the 13th ultimo, the Brighton goods train, with 34 waggons on, arrived at Three Bridges station from Norwood junction and the Bricklayers Arms station, having trucks for various stations, and among these trucks an iron box (closed) truck, labelled, "Newhaven." That truck was placed in the back siding off the down main line, some distance south of the passenger station; it is said with ten or twelve other waggons.

About 2.30 a.m. the driver of the 4.5 a.m. goods train, from Three Bridges to Tunbridge Wells, commenced making up his train, and he went about 3 o'clock into the aforesaid back siding, to bring out three trucks which were to form a portion of his train. He was assisted by the two guards, French and Harris, and, according to a statement made by the latter, before he died, it appears that while the other guard was coupling some trucks in the siding, he (Harris) heard a leakage, and he went to the iron box truck, which stood north of the three about to be taken out of the siding by the driver of the Tunbridge Wells train, with his lighted lamp in his hand, and he got into the truck to see what the leakage was, and directly he got into the truck there was an explosion which rendered him insensible, and when he came to, he found he was in flames. The driver of the engine of the Tunbridge Wells train, Philcox, into whose arms Harris subsequently ran, states that Harris was on fire from the top of his shoes to the lower part of his body, and he pulled off his own coat, and threw it about the lower part of Harris' clothes, thinking to stop the flames. Harris fell down on the ground, and the driver then pulled his trousers down to his

shoes, but the clothes continued to burn, and he called to the fireman to bring some water, which he did, and some little water was thrown on Harris, but the driver desisted as it caused steam, and then he pulled off the remainder of the clothes, burning his own hands in the act of doing so, and he gave his coat to Harris, who wrapped it round his waist, and then he walked back to the station.

In the meantime, Colwell, a shunter in the yard, who was about 50 yards from the truck when the explosion took place, saw Harris go to the truck, but did not know what he went for, or whether he got into the truck; and after the explosion, which produced a very dull sound, he observed French, who appeared to be in the midst of the flames, and on fire from head to foot, between the truck and some waggons standing on the next or middle siding. He ran to French, and endeavoured to put out the fire with his coat, but being unable to do so he then pulled off his clothes, and got all off except his trousers, stockings, and boots. The trousers were on fire. French had two waistcoats on, the inner one was not on fire.

The two men, French and Harris, were forthwith taken in a truck to Brighton station by the driver and engine of the Tunbridge Wells goods' train, and thence conveyed to the county hospital. French died the same evening, and Harris about a week afterwards.

The truck at which the explosion occurred was one of 19 which had been attached to the Bricklayers' Arms train at Norwood junction. It had been received from the London and North-Western Railway Company at Lillie Bridge goods' yard near Kensington station, where the interchange of traffic takes place between the London and North-Western and the London, Brighton, and South Coast Railway Companies. It had been forwarded from Liverpool, and was intended for Dieppe, via Newhaven, and if nothing had happened at Three Bridges station, would have been sent forward to Newhaven by the second train from Three Bridges station at 4.45 that morning.

It contained nine casks of "naphtha," as described in the waybill, which was sent by Messrs. Thacker and Co., addressed A. D. Bosson, Dieppe. The consignment note addressed to A. D. Bosson describes the article as "refined naphtha of British manufacture" (see enclosure). Immediately after the explosion, the naphtha began to burn furiously, entirely destroyed the wood work of the truck in which it was being carried, set fire to a wagon laden with coals, burnt a truck of hay, and partly burnt a truck of goods.

It was stated, according to the accounts in the public papers, by Mr. Hawkins, the general manager of the London, Brighton, and South Coast Railway, and by Mr. Kay, the district goods manager of the London and North-Western Railway, at the coroner's inquest which was held on the body of F. French at Brighton, that as "refined naphtha" was not classified as a dangerous article in the Clearing-House Regulations this truck would have been transferred from the charge of the London and North-Western Railway at Lillie Bridge without any special arrangement being made for its transit, and without any special intimation being previously sent to the Brighton Railway Company. On referring to the Clearing-House "Regulations for the conveyance of HIGHLY COMBUSTIBLE, CORROSIVE, and INFLAMMABLE ARTICLES," I find that there are distinct regulations as regards gunpowder, gun cotton, cartridges, and percussion caps, lucifer matches, safety fuses, fuses and fog signals, oily waste and oily rags; and that, as regards bleaching liquids, fluoric acid, muriatic acid

or spirits of salts, naphtha, oil of vitriol or sulphuric acid in carboys, though following safety fuzes, &c. under the same general heading, there are no special regulations beyond a stipulation that they are to be forwarded in "quantities of not less than two tons, and specifying the rates to be charged, &c."

In consequence, however, of the frightful accident on the Chester and Holyhead section of the London and North-Western Railway at Abergele in August last, in which the disastrous effects of the collision were supposed to be greatly aggravated by the explosion and burning of petroleum, which is stated to ignite at about 140° of Fahrenheit, a special meeting of goods' managers and superintendents was held at the Railway Clearing-House on the 15th September, at the request of the general managers' conference, "to consider and report upon the working of the present regulations for the carriage of petroleum, &c., and to suggest such further alterations and improvements as they may deem necessary."

At this meeting a report, dated the 14th September, made by Messrs. Farr, Kay, and Taylor, to G. Findlay, Esq., of the London and North-Western Railway, was read, which described the nature of the traffic and its principal localities, and with the view of testing the risk of carrying such articles by railway they obtained samples, and tested the igniting properties of various articles, with the following results :—

	Ignited at degrees.
Whiskey, 25 per cent. O.P., as carried from Ireland - - -	67
Refined coal tar naphtha, manufactured at works on the Dee - - -	69
Refined petroleum, obtained from a dealer in Chester - - -	96
Spirits of turpentine, ditto, ditto - - -	103
Sample of the same paraffin as was in the accident at Abergele - - -	140
Creosote, manufactured at works on the Dee - - -	200
Lubricating oil, manufactured at Saltney - - -	330

They stated, "The result of our inquiries showed that methylated spirits, naphtha, turpentine, spirits of wine, whiskey, and other ardent spirits, which have hitherto been carried in very large quantities without any feeling of risk or insecurity, are more dangerous than burning and lubricating oils made from minerals, and we consider it is not necessary to make any alteration with respect to the carriage of such articles as will not ignite at a less temperature than 110°."

The special general meeting of goods' managers and superintendents, having this report before them, drew up fresh regulations on the 15th September, which they recommended should be substituted for the existing regulations, as follows :—

"REGULATIONS.

"For the conveyance and storage of petroleum and mineral oils, which shall, in accordance with the Petroleum Act Amendment, 1868, include all such rock oil, Rangoon oil, Burmah oil, any product of them, and any oil made from petroleum, coal, schist, shale, peat, or other bituminous substance, and any product of them as gives off an inflammable vapour at a temperature of less than 100° of Fahrenheit's thermometer." The regulations are then given as on the accompanying paper (1 to 14).

A joint committee of goods' managers and passenger superintendents recommended the adoption of these modified regulations, with a slight alteration, not affecting their general import; and the same were approved and adopted at a meeting of the general managers' conference specially held for the purpose at the Railway Clearing-House on the 13th October last, when the London and North-Western and the

London, Brighton, and South Coast Railway Companies were both represented.

With these facts before them or in their cognizance, I am at a loss to understand how Mr. Hawkins and Mr. Kay could, two months afterwards, state before the coroner's inquest that "refined naphtha" was not recognised as being "dangerous" by the Clearing-House Regulations, or that a covered box truck containing "refined naphtha" should be sent from the London and North-Western to the London, Brighton, and South Coast Railway Company on a Saturday, without any special notification, in opposition to the 1st, 6th, 7th, and 11th of the modified regulations before referred to, which required that this article, the "product of a bituminous substance," should be carried "only by special contract," "in waggons labelled or painted on each side Petroleum, with letters not less than two inches in height;" "covered or box waggons not to be used," and "no consignment must be accepted for conveyance on a Saturday."

It is right to state that Mr. Hawkins had nothing to do with the responsibility of sending this "refined naphtha" in the manner which I have stated, and it is also clear that Mr. Kay knew nothing of its being sent in this manner; but it also shows that on the London and North-Western Railway the public need not expect much additional security from the accidents due to the explosion of inflammable substances by the care bestowed by the managers' conference in sanctioning revised regulations for their conveyance last October, as the regulations, as far as naphtha (which ignites at 69°) is concerned, appear to be not acted on.

Having particularly noticed Mr. Kay's evidence given before the coroner, I called his attention to the subject by a note, a copy of which I enclose, and his explanations respecting the same.

With respect to these modified regulations, I beg further to state that it does not appear to me certain that if these had been strictly carried out the accident at the Three Bridges station would have been avoided. It occurred in the middle of the night, when lights must be used to ascertain the destination of the trucks; the examination was made by men not connected with the train that brought the truck; and unless special intimation were sent in advance to every junction, station, or yard, where the train in which the truck is placed is liable to be re-marshalled or detached, some porter or guard may do exactly what these poor men did on the 13th ultimo, and an accident may follow.

The great security against exactly similar accidents would probably be found in the casks (sent with ordinary goods trains) being conveyed in open trucks, such as cattle are carried in, when any inflammable vapour which might be given off would be dispersed by the currents of air.

Colonel Rich, in reporting on the Abergele accident, stated as follows :—"I am of opinion that explosive and inflammable goods, such as gunpowder and paraffin oil, &c., should be sent by special trains, at special times, and under special guards, with special instructions. They are now sent by ordinary goods trains, subject to all the risks of shunting and the breakdowns of such trains."

I feel confident that such explosive or inflammable materials should only be sent in the manner pointed out by Colonel Rich; but I am not sure that these articles are carried in such quantities and so frequently as to render it worth while for railway companies to incur the risk of carrying them.

On the continent, on the Belgian State railways, these articles are only received to be forwarded from a limited number of stations, but it does not appear that they are sent forward by special trains.

I have, &c.

W. YOLLAND,

Colonel.

The Secretary,
Board of Trade,
Railway Department.

"1. Petroleum and other mineral oils, as described above, and their products, which give off inflammable vapour at a temperature of less than 100 degrees Fahrenheit, must be carried only by special contract.

"2. These articles must only be received by the companies for conveyance when in casks or iron drums, marked according to Clause 5 of the Act of 1868, in legible characters, as follows :—

"Great care must be taken in bringing any light near to the contents of this vessel, as they give off an inflammable vapour at a temperature of less than 100 degrees of Fahrenheit's thermometer."

"3. A special consignment note (on which the conditions of the contract must be embodied) is always to be used.—(See form annexed.)

"4. Senders giving incorrect consignment notes, by trying to pass any of these articles under any other name, must in every case be prosecuted by the company to whom the articles are tendered for carriage.

"5. The charge for conveyance to be, when carried in company's waggons, the third-class rate, station to station, minimum two tons; and when in owner's waggons, which should be specially constructed and approved for the purpose, the second-class rate, station to station, minimum two tons. Samples not exceed-7 lbs. in weight, packed in cases, to be charged at double the rate for 28 lbs. smalls, minimum 3s. 6d.

"6. Waggons used for the conveyance of any of these articles must be labelled or painted on each side "Petroleum," with letters not less than two inches in height. Goods liable to be damaged must not be loaded in waggons containing any of the articles the subject of these regulations, except with samples of such articles not exceeding 7 lbs. in weight.

"7. Covered or box waggons must not be used, nor must the oil be sheeted in other waggons.

"8. Immediately on arrival at the receiving station, a special messenger must be sent to consignee with the advice note of arrival (see form annexed), and a signature for the advice note must be obtained; the hour and minute of delivery to be noted in the book.

"9. Waggons laden with any of these articles must, at the receiving station, be immediately separated from other waggons, and at both the sending and receiving stations the oil must not be allowed to come within any of the company's enclosed sheds or warehouses.

"10. Loading and unloading must be performed during daylight.

"11. No consignments must be accepted for conveyance on a Saturday.

"12. The carriage must in all cases be prepaid.

"13. The following is the form of the special consignment note, referred to in Clause 2 :—

"CONSIGNMENT NOTE and CONTRACT for the forwarding of Petroleum, or the produce thereof, including Rock Oil, Rangoon Oil, Burmah Oil, any product of them, and any Oil made from Petroleum, Coal, Schist, Shale, Peat, or other bituminous substance, and any product of them, as gives off an inflammable vapour at a temperature of less than 100 degrees of Fahrenheit's thermometer.

_____ date _____ 18
_____ request the _____ Railway Company to forward
the under-mentioned Goods from their _____ Station to the Station at _____

Consignee.	Residence.	Description of Goods giving off Inflammable Vapour at less than 100 degrees Fahr.	Weight.				Carriage.
			Tons.	cwts.	qrs.	lbs.	

"And in consideration of the Company accepting the said Goods to be carried as aforesaid, it is agreed that the said Goods are carried at _____ sole risk, and that _____ relieve the Company from all liability, and can make no claim against them for any loss, delay, destruction, or damage of, to, or in respect of the said Goods, from whatever cause arising; and _____ further agree that, on the arrival at the Station to which they are consigned as above, the said Goods shall be removed therefrom within two working hours, after delivery of the advice of arrival to consignee. Failing which _____ agree to pay a sum of five shillings per ton per hour, to be recovered or retained by the said _____ Railway Company, as and for liquidated damages, and if not removed within twelve working hours _____ authorize the Company to sell the said Goods for the charges thereon, and retain all sums of money payable under or by virtue of this contract.

"In witness whereof we have hereunto set our hands the day and year first above written.

Signature _____

As the agent and on behalf of the }
_____ Railway Company }

"14. The following is the form of the Special Advice Note referred to in Clause 5 :—

RAILWAY.

“SPECIAL ADVICE NOTE of Petroleum or the produce thereof, including Rock Oil, Rangoon Oil, Burmah Oil, any product of them, and any Oil made from Petroleum, Coal, Schist, Shale, Peat, or other bituminous substance, and any product of them, as gives off an inflammable vapour at a temperature of less than 100 degrees of Fahrenheit's thermometer.

“GOODS DEPARTMENT.

Station, 18

M

“The under-mentioned Goods consigned to you have arrived here, please order their removal immediately, as they remain here at your risk ; and if not removed within two hours after the receipt of this notice, Five shillings per ton per hour demurrage will be charged, and if not removed within twelve working hours the Goods will be sold for the charges thereon.

Your obedient servant,

Railway.

Species of Goods.	Marks.	Weight.				Rate.	Paid on.			Carriage.			Cartage.			Total.		
		T.	C.	Q.	L.		£	s.	d.	£	s.	d.				£	s.	d.

Invoice No.

Waggon No.

When you send for the above Goods, please to send this Note.”

1, Whitehall,
30th December 1868.
DEAR SIR,
I HAVE read the evidence which you are reported to have given at the adjourned inquest respecting the death of F. French, a guard on the Brighton Railway, from the effects of an explosion of refined naphtha at Three Bridges station on the 13th instant, and I shall be happy to append to my report on the circumstances which attended that accident any explanation you may think proper to offer, having reference to that evidence, and to the joint report signed by yourself and Messrs. Taylor and Farr, dated the 14th September, and addressed to G. Findlay, Esq., which afterwards formed the basis on which the “Regulations for the carriage of “petroleum, &c.,” were subsequently recommended to be modified by the joint committee of goods’ managers and passenger superintendents, and which modified regulations were approved by the general managers’ conference at the Clearing-House on the 13th October.

Yours faithfully,
W. YOLLAND.
T. Kay, Esq.,
District Goods’ Manager,
London and North-Western Railway.

London Road Station,
Manchester, 5th January 1869.
DEAR SIR,
Carriage of Naphtha.

I BEG to acknowledge receipt of your note dated 30th ultimo, and in reply thereto to inform you that the Clearing-House Regulations (by which all railway companies in England and Scotland are guided) have never included any special provision

with respect to the carriage of naphtha in casks. This traffic has always been carried in the same manner as turpentine, whiskey, and other spirits of a similar nature, and has not been considered more dangerous. The weight carried is considerable, and previous to the recent unfortunate accident at Three Bridges I never knew an accident resulting from its conveyance.

Yours truly,
THOMAS KAY.
Colonel Yolland,
Board of Trade,
1, Whitehall, London.

EXTRACT from Colonel Rich’s Report on accident on 20th August 1868 at Abergele on the London and North-Western Railway.

“4th. I am of opinion that explosive and inflammable goods, such as gunpowder and paraffin oil, &c., should be sent by special trains, at special times, and under special guards, with special instructions. They are now sent by ordinary goods trains, subject to all the risks of shunting and the breakdowns of such trains. The guards and station masters confess that they do not think any more about these dangerous materials than of any other goods in the train.

“The explosion of the gunpowder van on the Lancaster and Carlisle section of the London and North-Western Railway in February 1867, together with the present accident, would seem to call for some special regulation relative to the conveyance of dangerous goods, and I should think that the profits on the traffic would improve if the expense of special arrangements was incurred.”

REPORTS
OF THE
INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT
TO THE BOARD OF TRADE,
UPON
CERTAIN ACCIDENTS
WHICH HAVE
OCCURRED ON RAILWAYS

During the Month of January and February

1869.

(PART FIRST.)

Presented to both Houses of Parliament by Command of Her Majesty.
1869.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
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1869.

[Price 2½d.]

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GLASGOW AND SOUTH-WESTERN RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 18th March 1869.

SIR,

I HAVE the honour to state, for the information of the Board of Trade, in obedience to your minute of the 22nd ultimo, the result of my inquiry into the circumstances which attended the collision that occurred on the 15th ultimo, close to Paisley station, between a mineral and a passenger train which was waiting to get into the station.

Twelve passengers are returned as having been slightly contused or bruised, or been slightly shaken. One of the number was thought to be much more hurt than any of the others, but he is rapidly recovering, and no serious results are said to be likely to follow in this or any other of the cases. The secretary of the company got a black eye, and the driver of the mineral train was struck in the temple by the reversing lever of the engine flying back on the engine being first reversed.

It appears that at the 8h. 26m. a.m. train from Ayr to Glasgow, consisting of engine and tender, seven carriages, and three vans, was approaching Paisley by the Glasgow and South-Western line at its proper time, the driver found the distant signal, which is 450 yards from the junction signal, on at danger against him, and he pulled up his train, but did not come to a dead stand, and drew his train within it, and stopped at 9h. 41m. a.m., as the junction signal was also on at danger, there being a train from Wemyss Bay and Greenock then standing at the station platform 220 yards east of the junction signal.

The morning is described as being rather foggy and with a little rain, but the driver states that he could see the distant signal from opposite the Gas Works, or about 500 yards distant from the signal, as he approached Paisley; and he first became aware that something was wrong after he stopped, by noticing the guard of his train jumping out of his van and giving him a signal to go ahead. And he says that he had just started when his train was run into by a mineral train which had come up on the same line, and the shock of the collision knocked his train 20 or 30 yards ahead.

The collision took place about 330 yards inside the distant signal, which is admitted to have stood at danger while the mineral train was approaching and passing it.

The driver of the mineral train, which consisted of an engine and tender, running tender foremost,

nine waggons, and a van, states that he saw the distant signal about 100 yards before he got to it, and that he could not see it at a greater distance although he was on the look out for it; that it was foggy, and he was not running more than seven miles an hour when he passed the distant signal, at which time the steam was shut off; that he could not see the passenger train until he had passed the distant signal and had got to a little more than 100 yards from it, and then he "told his fireman to keep the tender break hard on as there was a train in front," but although the fireman kept the break hard on, it did not appear to take effect as the rails were so "slippery." He says, "he was running about four miles an hour when he saw the other train, and then he reversed the engine, and the lever flew back, struck him in the forehead and knocked him down, while the steam valve opened and the engine got into full steam." He thinks they were running about five miles an hour when the collision occurred, but this rate is probably far below the actual rate of speed, to judge from the damage that was done to the rolling stock in the two trains. The rear buffers of the tender of the passenger train were broken, the rear half of the guard's van was smashed, as well as the last compartment of the first-class carriage which stood next to it, and both these vehicles were knocked off the rails, and a buffer of the third carriage from the engine was also broken. There were two guards with the train, but they were both riding on the engine, contrary to the Company's regulations, and there does not appear to be the least doubt that the collision was occasioned by the gross negligence of the driver and fireman in not keeping a proper look out for the signals, and having the train running at such a rate of speed as would have enabled them to avoid running into the passenger train; and also in having permitted the guards to ride on the engine instead of in the van, where they might have assisted in stopping the train by applying the break in the van.

The driver and fireman have been dismissed from the Company's service, and when I made the inquiry the Procurator Fiscal had been engaged in investigating the conduct of the driver and guard of the mineral train.

I have, &c.

W. YOLLAND,
Colonel.

The Secretary,
Railway Department,
Board of Trade.

A copy was sent to the Company on the 22nd March 1869.

GREAT EASTERN (LONDON AND BLACKWALL) RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 20th March 1869.

SIR,

IN compliance with the instructions contained in your minute of the 15th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 29th January 1869, near Shadwell station, on the London and Blackwall Railway.

This railway is worked by the Great Eastern Railway Company.

On the day in question a train, which consisted of an engine with its tender in front, a break van with a

guard, a first, a third, two second, three first, a second, two third class carriages, and a guard's van with a guard, coupled in the order given, left Fenchurch Street station for Loughton at 6.12 p.m. (two minutes late). The driver of the train received a caution hand-signal from the signalman at Dock Street junction as he passed that junction, which is situated just outside Fenchurch Street station. This caution signal was an intimation to the driver that there was a train in front of him.

A Great Northern Railway Company's goods train, which consisted of 13 loaded waggons and a guard's van, drawn (according to the rules of the Great Eastern Railway Company) by a North London Railway Company's engine, had passed the Dock

Street junction, towards Shadwell, about five minutes before the passenger train to Loughton passed that junction.

Shadwell station is about three-fourths of a mile east of the Dock Street junction. The Shadwell down auxiliary signal is about 440 yards to the west of Shadwell station.

The Great Northern goods train was checked outside the Shadwell down auxiliary signal, by that signal being at danger.

The driver of the passenger train to Loughton observed that the Shadwell down auxiliary signal was at danger soon after he passed the Dock Street junction, and he whistled for it to be taken off, which was done, so the passenger train continued to run on at a speed which is estimated at about 15 miles per hour.

The passenger train overtook and ran into the Great Northern goods train just outside the Shadwell down auxiliary signal. The engine of the passenger train mounted the guard's van of the goods train, knocked it off the rails, and broke it up. The guard's van was thrown foul of the main up line of rails, and a Woolwich train, which was passing towards Fenchurch Street at the time, struck the van. The side of the Woolwich train was damaged, but none of the passenger carriages of either train were thrown off the rails. Ten passengers are returned as having complained of being shaken or cut, but their injuries are not believed to be serious.

The accident was caused by the driver of the passenger train not keeping a good look out. He thought that the Shadwell down auxiliary signal, which was lowered for the Great Northern goods train, was lowered for the passenger train.

If the driver of the passenger train for Loughton had attended to the caution signal which he received at Dock Street junction, and had kept a good look out, he would have seen the light on the guard's van, at the tail of the Great Northern goods train. The under guard of the Loughton passenger train, who was travelling in the front van of the passenger train, did observe the light at the tail of the goods train. This under guard had applied his break and had endeavoured to gain the attention of the driver of his train by showing his hand lamp and blowing his whistle. It was blowing and raining hard, and the guard, finding that he could not obtain the driver's attention and that a collision was imminent, lay down in his van and did not receive any injury from the collision. The guard of the Great Northern goods train was knocked down and stunned by the collision, and had not been able to return to his duty on the 12th instant.

There are no station signals at Shadwell, and the auxiliary signals are too close to the station. There are two up lines of rails and one down line. The traffic on this railway is considerable. It is desirable that the most approved signal arrangements, and that the block telegraph system should be adopted. Messrs. Saxby and Farnér are now employed in erecting their improved signal arrangements, and I am informed by the Great Eastern Railway Company's officers that they propose adopting the block telegraph on the line as early as possible.

I have, &c.

F. H. RICH,
Lieut.-Col. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

A copy was sent to the Company on the 23rd March 1869.

GREAT NORTHERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 13th February 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 29th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my enquiry into the circumstances which attended the accident that occurred on the 18th January 1869 at the North end of Copenhagen tunnel on the Great Northern Railway.

A coal train belonging to the North London Railway Company ran into a blind siding at the Caledonian junction which is situated at the north end of the Copenhagen tunnel. The engine of the coal train drove through the stop buffers and mound at the end of the siding, and struck the masonry face of the tunnel. The driver and fireman of the coal train were killed, and the guard of the train was knocked down in his van, and was hurt in the back.

About 11.7 a.m. on the day in question the signalman on duty at Holloway signal box on the Great Northern Railway received a telegraphic notice from the signalman at Seven Sisters, that a pilot engine had left Seven Sisters on the up coal line.

About 20 minutes later the signalman at Holloway heard four whistles from an engine, which gave him notice that a North London Railway Company's coal train was ready to approach his station on the coal line. The Holloway signalman telegraphed forward to the next signal station, which is the Caledonian junction, to "be ready for North London train "on the Goods Road." The signalman at the Caledonian junction acknowledged the "be ready" signal from the Holloway signalman, and the latter then lowered his signals for the coal train to move past his

box on to the goods line. The signalman at Holloway then telegraphed the signalman at the Caledonian junction, "train in on goods road." The North London coal train passed the Holloway signal box at 11.35 a.m.

There are two mineral or goods lines and four passenger lines at Holloway station. These lines converge into two lines between Holloway and the north end of Copenhagen tunnel, and there are only two lines of rails through the Copenhagen tunnel.

The junction at the north end of this tunnel is worked by the signalman in the Caledonian junction box. The signals and points of this junction are arranged on the locking principle, and no train can run from the Goods' lines on to the two main lines through the tunnel without the sanction of the signalman at the Caledonian junction, as the points leading to a blind siding are worked from his box, and they cannot be turned so as to lead on to the main lines when the signals for the up passenger lines are lowered.

The regulations of the Great Northern Railway Company require that the signalman at the Caledonian junction shall receive telegraphic notice from the signalman at the Copenhagen junction (which is situated at the south end of the Copenhagen tunnel) that the line is clear before a coal train is allowed to enter the tunnel.

The Copenhagen junction signalman has to obtain "line clear" from the North London Company's signalman at St. Pancras station before he can telegraph "line clear" for a North London train to the signalman at the Caledonian junction.

On the day in question the signalman at Caledonian junction, on telegraphing the coal train forward to Copenhagen junction, received in reply "line blocked," and he did not receive "line clear" for the North

London train until after the up Manchester express train was telegraphed to him from Holloway. Consequently he stated that he did not lower his goods line up distant signal for the North London coal train.

The up distant signals belonging to the Caledonian junction are placed at the south end of the Holloway station platform. The up distant signals for the passengers' lines are placed at the south end of the platform between the lines of rails. The up distant signals for the goods and mineral lines are placed at the south end of the platform, on the east side of all the lines of rails, about 42 feet from the main line signals.

The driver of the North London coal train whistled for the Caledonian junction signals to be lowered as soon as he had passed the Holloway signal hut, but the Caledonian junction signals were kept at danger, and the North London coal train was brought to a stand at the south end of the Holloway station platform, close under the Caledonian junction distant signal.

About 11:45 a.m. a very dense fog came on, so that the signals could not be seen by persons close by. At 11:50 a.m. the Holloway signalman telegraphed to the Caledonian junction signalman, "be ready for up Manchester express." The Caledonian junction signalman took this "be ready," and the Holloway signalman lowered his signals for the up express. The Caledonian signalman having obtained "line clear" for the Manchester express from the signalman at Copenhagen junction, lowered the Caledonian junction distant and home signals for the express at 11:51 a.m.

The driver of the coal train was close to this distant signal. The fog is reported to have come on suddenly, and to have been so dense that the semaphores could not be seen.

The North London coal train passed the Caledonian junction box at 11:55 a.m. The fog was so thick that the Caledonian junction signalman could not distinguish what train it was, or what line it was running on. He imagined that it was the Manchester express which had been telegraphed to him from Holloway as "train on fast line" at 11:52 a.m.

About one minute after the North London coal train had passed the Caledonian junction hut, another train passed. The signalman could just discern that this second train was the Manchester express running on the through fast line.

The speed of the coal train is estimated to have been 7 or 8 miles per hour; the express was going very slow. The driver had pulled up at the Caledonian junction up distant signal, as he could not see that it was at "all right," owing to the fog. He asked the signalman at the Caledonian junction hut whether it was "all right" as he passed the hut, but as he heard a great noise of steam blowing off close in front of him he brought his train to a stand at the mouth of the tunnel with his engine amongst the dirt thrown up by the engine of the coal train.

It appears that the driver of the North London coal train must have started his train when the Caledonian junction up distant signal was taken off for the Manchester express. The driver of the coal train must have been unable to distinguish the signals owing to the fog, and when he heard the click of the main line distant signal wire he must have imagined that the signal for his train, which he was waiting for, was being lowered. As the "fast up main line" distant signal was lowered, the points leading from the goods road on to the main line were locked in a position open to the blind siding at the north end of Copenhagen tunnel, and the coal train, which consisted of an engine, 20 waggons loaded with coals, and a break van, ran into the buffers and mound at the end of the siding.

The engine buffers came against the face of the

tunnel, one coal waggon was broken up, and two others mounted on the engine. The driver and fireman were killed at their posts. The passenger train was pulled up quietly, without any shock or injury. The driver of this train deserves credit for the caution he displayed.

This accident was caused by the mistake of the driver of the North London coal train, who appears to have put his train in motion when the signals were lowered for the Manchester express, and whilst the signals for the goods line were at danger. He is reported to have been a steady driver, and well acquainted with the line.

I have arrived at the foregoing conclusion as to the cause of this accident after a most careful investigation, the evidence of all parties agreeing as to these times and circumstances. Nevertheless the following evidence is calculated to cause suspicion that there was confusion in the telegraphing between the Caledonian junction signalman and the signalman at Holloway. It appears that the signalman at the Caledonian junction telegraphed to Holloway between 11:38 a.m. and 11:45 a.m., to know whether the coal train had passed that station, as he could not see it. He had been told at 11:35 a.m. that it had passed Holloway signal hut, and he had no right to expect to see the coal train, as he stated that he did not take his signals off to allow it to approach his hut.

Subsequently the Caledonian junction signalman telegraphed to Holloway to desire that Mr. Thompson, the station master, or clerk, should be sent down to the Caledonian junction, to assist him, or that Mr. Thompson should send a man to assist him in communicating with the driver of the coal train.

The signalman at Holloway, on receiving this last message, called for a man. A platelayer came to him. The signalman stated that he told the platelayer to tell Mr. Thompson, "There has been a North London coal train on the goods road, and that Harlem (the signalman at Caledonian junction) could not see the train, and to tell Mr. Thompson to go down and see to it at once."

The platelayer could not find Mr. Thompson, but he delivered the following message to the ticket collector on Holloway platform, "that he had been sent by the Holloway signalman to Mr. Thompson, to tell him that the North London coal train was on the goods line, and some one was to go and tell him (meaning the driver of the goods train) that he was to go in, for they (the signals) was right for going in, and he (the driver of coal train) could not see his signal."

The ticket collector received this message, but neither he, nor any one else, appears to have conveyed it to any of the North London Company's servants in charge of the coal train.

It is further remarkable that the Caledonian junction signalman stated that he was not aware that the coal train had met with the accident, although the collision occurred about 170 yards from the Caledonian junction hut. The noise was heard at Holloway station, 500 yards distant. The Caledonian junction signalman stated "that he did not hear a smash, but that he thought that the noise that he heard, was from the engine of the express, which he thought had burst, and was blowing off steam." It is the more surprising, under these circumstances, that he did not try to stop the Manchester express, which passed his hut one minute after the coal train. Mr. Thompson, the station master at Holloway, appears to have been making arrangements for placing fog signalmen, when the accident occurred.

*The Secretary,
Board of Trade,
Railway Department.*

I have, &c.
F. H. RICH,
Lt.-Col., R.E.

A copy was sent to the Company on the 19th February 1869.

IRISH NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),*

Whitehall, 16th February 1869.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 30th ultimo, the result of my inquiry into the circumstances which attended the accident that occurred on the 8th ultimo to a passenger train on the Irish North-Western Railway at Ballongerry, about three miles south of Londonderry, when the fireman, Charles Coyle, was so seriously injured that he died the same day; the driver, James McKeever, was very much hurt, having had several ribs and an arm broken, and six passengers are said to have been slightly contused or shaken.

It appears that as the 8.10 a.m. passenger train from Omagh to Londonderry, consisting of engine and tender, one composite and one third class carriage, one break van, and four waggons, was passing round a curve of about 40 chains radius (according to the details supplied by the engineer when the line was inspected), at a speed which is stated by the driver and guard as being about 25 or 26 miles an hour, the engine, carriages, van, and waggons got off the rails to the left and on the inside of the curve, and the engine ran up the side of a cutting, and fell over on its right side, and thence on to its back, remaining with its wheels uppermost. The tender was also thrown on its back, with its end reversed, detached from, but close to, the engine. The third-class carriage was off the rails on the outside of the curve nearly opposite to where the engine and tender lay, and the other vehicles were all off the rails, but on the line, with the exception of the hind wheels of the last wagon. The road appears to have been torn up for a length of about 40 yards. The fireman was on the ground close to the fire-box of the engine, and kept down by the tender, and the steam from the boiler was pouring on him through a broken cock of the injector. He died from the effects of the scalds which he had received over a considerable part of his body.

I am informed that when an examination of the line was made after the fireman had been removed and sent in to Londonderry, a mark, 18 or 20 inches long, of what was taken for the flange of a wheel, could be seen on the left rail, about 50 yards back from the spot where the engine lay, and that there were marks on the ballast and sleepers inside the right rail; that outside the left rail the chairs on the second, third, fourth, and fifth sleepers were all broken; and one chair, the third, under this first rail's length on the right side, was also broken; the next rail's length on both sides are stated to have been undisturbed by some of the witnesses, while three chairs under the left rail are said to have been broken by other witnesses; one new sleeper next the third rail had been put in when I visited the place on the 11th instant; the third rail on the left side was bent, and some of the chairs under it were broken; two new sleepers had been put in, and the road for the next six rails' length ahead had been all torn up; the rails were bent and twisted, and one of them was broken.

The mark on the rail commenced at a joint; the road is fished at this part, and the chairs and sleepers on each side of this joint are said to have remained sound and undisturbed.

This portion of railway, then called the Londonderry and Enniskillen Railway, was authorized to be opened for traffic in March 1847. According to the details supplied at that time to the Board of Trade, it was stated to be laid with double-headed rails, weighing 75 lbs. per linear yard, in lengths of 15 feet, fixed in cast-iron chairs, that weighed 29 lbs. each for the joint chairs, and 23 lbs. for the intermediate, laid on transverse sleepers triangular in shape, and with the pointed side downwards. The number of sleepers per rail's length is not mentioned. The original rails, and some of the chairs and sleepers, remained in the line, at the part where the accident occurred; but the engineer,

Mr. Stokes, informed me that he had added an extra sleeper in every rail's length; had dispensed with the joint chairs, and fished the joints with plates and nuts about three years since, thus placing a sleeper at every yard. The rails must have been very good rails originally, and the same may probably be said for the sleepers. The rails are now very much worn, have been turned, and are regularly notched where the ends were formerly fixed in joint chairs; and where the mark on the rail occurred there is said to have been a burr on the inside of the left rail, in addition to the notching, and the gauge is stated to have been better than $\frac{1}{4}$ -inch tight at this part. The chairs are now said to weigh about 20 lbs. each.

22 new sleepers appear to have been put in since the accident; but very few of the old sleepers are now to be seen, as they are stated to have been burnt by the watchman during the night following the accident; a convenient mode, sometimes, of getting rid of ugly evidence. The parents of the fireman are said to be in possession of some of these old sleepers; and I saw one of them in the locomotive shops, which the timekeeper informed me he had seen taken out of the line close to the part where it was broken up by the train getting off, which sleeper was in a very bad state; he also saw another, taken from under the same rail, which broke right across under the chair; this was a triangular sleeper, and he says it was completely rotten; and he showed me another which he had picked up at the same place, but had not seen taken out of the road. There were also a few others at the side of the line, also in bad condition, which I noticed, but I could not obtain precise information whether they were or were not in the line when the train got off.

The inspector of permanent way thought the sleepers which had been taken out where the line was broken up were half worn, and that the road was in as good a state as it could be made out of the same material.

The driver, who is still a great sufferer from the severe injuries he received, and confined to his bed, but is likely to recover, told me that he looked at the line within five or ten minutes after the accident happened, and that "the sleepers were rotten, and the line spread;" that "this was the case where the engine got off the rails, and also for a good bit on the Londonderry side of that spot."

The engine which drew this train is one of the engines that has been longest on the line. It is a six-wheeled engine, with four wheels coupled, having inside cylinders of 15 inches diameter and 24 inches stroke; the diameter of the leading wheels being 3 feet 6 inches, and that of the coupled wheels 4 feet 11 inches.

The distance between the leading and driving wheels being	ft.	in.
	5	2 $\frac{1}{2}$
And the distance between the driving and trailing wheels being	5	11
Making up a total wheel base of	11	1 $\frac{1}{2}$

The Company have no machine for weighing engines, but the Locomotive Superintendent, Mr. Pemberton, informed me that the weights on the several wheels were as follows:—

	tons.	cwt.
On the leading	-	7 0
„ driving	-	6 10
„ trailing	-	6 10
Total weight	-	20 0

The accident occurred on a Friday, and this engine came out of the shops, having had the wheels turned up on the previous Wednesday. After the accident, in addition to other damages, the leading axle was found to be bent in the left journal; but I do not think there is any doubt that it was the result, and not the cause of the accident. The peculiarities

of the engine are the shortness of the wheel base, and the absence of any flanges on the driving wheels. It is also stated that this same engine was twice off the rails during the year 1868 on a comparatively new line (the Finn Valley), worked by this Company; but on one occasion it is said to have been caused by a stone having maliciously been placed on the rail, and on the other it was at or near some points.

The engineer, Mr. Stokes, is of opinion that the driver must have been travelling at very high speed, and his opinion is based on the fact of the engine having turned over on to its back, and that the tender did so also, and was reversed, end for end. I was not able to ascertain at what time the accident occurred. The train left Carrigans station, $5\frac{3}{4}$ miles from Londonderry, at 10 o'clock, and the telegraphic communication was observed to be interrupted (a telegraph post was carried away) at 10.13, at which time a telegraphic message was passing between Strabane and Londonderry. There is no certainty that the clocks agreed accurately together, nor that some little delay in noticing the interruption might not have taken place. If anything like this interval of time had elapsed, the train could not have been travelling at

high speed. I found the cant of the rail about three inches at the joint where the mark was on the rail, and if the speed had been excessive the tendency would have been to get off the rail on the outside, instead of the inside of the curve, as on this occasion.

I have arrived at the conclusion, from the evidence brought before me, and the rough state of the road on both sides of the spot where the accident happened, and where new sleepers are being still put in at intervals, that the engine mounted the left rail from the bad state of the line, and immediately got off from the absence of flanges on the driving wheel; any irregularities in the road would be more likely to take effect from the shortness of the wheel base of the engine.

I trust the directors of the Irish North-Western Railway Company will not permit what the inspector of permanent way calls "half-worn sleepers" to remain longer in the line, and the sooner they can arrange to have it entirely renewed the better.

I have, &c.

W. YOLLAND,
Colonel.

*The Secretary,
Board of Trade,
Railway Department.*

A copy was sent to the Company on 1st March 1869.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 30th January 1869.*

SIR,

I HAVE the honour to state, for the information of the Board of Trade, in obedience to your minute of the 13th instant, the result of my inquiry into the circumstances which attended a collision that occurred on the 7th instant at the Bury (Market) Station of the Lancashire and Yorkshire Railway, between a passenger train and some waggons of a coal train that had become detached as it was entering the station. Two or three persons are returned as having been "slightly shaken," but no one is said to have been seriously injured.

It appears from the evidence that as the Bradley Fold coal train which left Heywood at 6 a.m. on the 7th instant, and which consisted of engine and tender, 24 loaded and 12 empty coal waggons, and 1 break van at the rear of the train, were passing inside the Bury distant signal, the guard found the speed slackening, and he put the break on, and stopped the train, as he thought the waggons had become detached. The train stopped with the van 143 yards inside the distant signal, and the guard says he told his mate, who was also riding in the van, to go forward and ascertain what was the matter, while he went back to protect the tail of his train. This guard further states that he met the foreman of the platelayers 20 or 30 yards in the rear of his train, and having ascertained that he had fog signals with him, he directed him to go back as quick as he could, and to place fog signals on the rails, as his train was stopped; and that he then determined to go to the front of the train, to ascertain what was wrong, and to shift the waggons as soon as possible. He also says, that when he reached the head of his train, 32 waggons in length, he found that a draw-bar had come out of the leading waggon, in consequence of a cotter being out, and that he had no chance of moving the waggons; and then he returned to the tail of the train, and had got 240 yards beyond it when he met the foreman of the platelayers coming back, and asked him why he was coming back, and where he had placed his last fog signal, and was told on the Bury side of the viaduct.

Now, the viaduct commences about 378 yards outside the distant signal.

The guard says that he then made an effort to go further back, but the passenger train was then close upon them.

The story told by the foreman of platelayers differs very much from that of the guard, and I am sorry to say that I do not think much reliance can be placed on either, as it appears some conversation passed as to the necessity for their both telling the same tale.

The foreman of platelayers says the coal train passed him at the distant signal, and as soon as it passed he put down a fog signal, and then proceeded towards Bury, but met the guard of the coal train, and was sent back to protect the tail of the train, and, according to his own statement, he put down two more fog signals 140 yards outside the one he had previously put down, but was then called back by the guard, and told to go and see if the coal waggons still remained in the same place, and that he went.

The guard admits that he neglected his duty in this instance in not going back to protect the tail of his train.

The passenger train which had passed these men was the 6.0 a.m. train from Rochdale to Liverpool. It consisted of engine and tender, five carriages, and one van, and left Rochdale five minutes late, and Heywood about a quarter past six o'clock. The driver states, that when the train got on the viaduct the fireman began skidding the wheels of the tender, at which time he thinks he was running 20 miles an hour; and that a little lower down the bank, running at the time without steam on, they ran over one fog signal not so much as 100 yards outside the distant signal, and two more afterwards; and that they were on the distant signal before he had whistled sharply for the breaks; and he reversed his engine about 100 yards from the place where the collision occurred. He estimates the speed at 15 miles an hour when they ran into the van of the coal train. The collision occurred at 6.25 a.m., or thereabouts. The effect was to break the buffers and buffer plank of the engine, and to throw the van of the coal train and three waggons off the road, and to break the top part of the van and some of the waggons. The morning was said to be very foggy, so that the distant signal could not be seen at more than 30 or 40 yards distance. When this is the case a

driver is not justified in running so fast, close to a station.

The guard of the passenger train did not hear the breaks whistled for at all, but noticed the flash of a fog signal just before the collision took place, but did not hear any sound. This train was well provided with break power; as the van and four carriages were continuously coupled together with Newall's breaks on them. The guard says he heard the driver whistle for the signal, but not for the breaks. I have frequently had occasion to point out the desirability of providing a distinct whistle on the engine that may be

sounded only when the guards breaks are required to be put on; a whistle that cannot be mistaken for the ordinary whistle is what is required.

I think this collision is clearly traceable to the neglect of the guard of the coal train in not going back as soon as his train had stopped outside Bury Station, and I am not sure that the foreman of plate-layers is free from blame.

I have, &c.
W. YOLLAND,
Colonel.

Secretary,
(Railway Department),
Board of Trade.

A copy was sent to the Company on the 16th February 1869.

LONDON AND NORTH-WESTERN RAILWAY.

*Railway Department,
Board of Trade,
Whitehall, 19th February 1869.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 25th ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 7th ultimo at Camden telegraph station on the London and North-Western Railway, between a passenger train and a pilot engine, on which occasion six passengers are reported as having received slight contusions or been slightly shaken.

The London and North-Western Railway station at Euston Square is awkwardly situated as a Metropolitan Railway station, not far from the south end of some steep inclines between it and Camden, consisting of 1 in 60 for 20 chains, 1 in 135 for 24 chains, and 1 in 75 for 17 chains.

Prior to July 1844, all trains proceeding from Euston to Camden were hauled up by a rope worked by a fixed engine at Camden, no locomotive being made use of; but at that time a change was made, locomotives were made use of to draw the trains, and frequently the assistance of a second engine was found to be necessary. This assistance was rendered in some instances by placing the second engine behind the train, and propelling it forward. But I have understood there were some slight mishaps while this mode of assisting the train was adopted; and more generally the second engine was placed in front of the train engine, and disconnected from it when the inclines had been surmounted, and this second engine then ran ahead, and was turned off the main down line at Camden through a pair of facing points on to a siding, and the facing points were then set right for the down train to proceed on its course along the main down line.

There can be no doubt that there was some considerable risk involved in this mode of working the traffic, where the facing points are first held to turn the pilot engine off the main line, and then quickly reversed and put right for the main line. The Directors recently determined to do away with these facing points, and to revert to the former practice of assisting trains up the incline by means of a pilot engine propelling the train from its rear.

The facing points were not used after the 31st December last, and it is right to state that I am informed that no mishap occurred during the 24½ years they were thus in use; and the men who had been employed on that very responsible duty were then allotted to other duties as pointsmen of a less responsible nature in the same locality.

The down traffic from Euston station to Camden is worked with the assistance of the electric telegraph, and on the block system, no two down trains being permitted to be running on the down line at one and the same time.

The telegraph hut at Camden is about a mile from Euston station, and situated about 55 yards south of a

pair of falling points that lead into the engine siding, west of the main line; and seven yards north of this pair of falling points there is another pair of falling points belonging to a cross-over road that connects the down with the up main line. Just north of these points there are also facing points leading to the up line, but these are seldom, if ever, used, and they are kept locked.

It is the duty of the signalman at the telegraph hut to hold the falling points open when an engine requires to enter the engine siding from the main down line.

On the night of the 7th ultimo a pilot engine followed, but did not assist, the 9 p.m. down passenger train from Euston station, and it stopped at Camden, just north of the two pairs of falling points to which I have referred, for the purpose of going into the engine siding; and John Wardell, pointsman, who had been employed at the facing points from July 1844 until they were taken out on the 31st December 1868, who had just been engaged in holding other points for an engine to go into No. 4 shed, showed a white light to the signalman at the telegraph hut, to tell him that he would hold open the falling points to let the pilot engine into the siding, as he was then close to them.

Wardell proceeded to a pair of falling points, held them open, and the pilot engine passed along the cross-over road towards the up line, and had nearly got on to it, when it was run into by the 4.15 p.m. up Manchester express passenger train, due at Euston at 9.15 p.m., and which was running to its proper time. Wardell had made a mistake, and, in the dark, had taken hold of the lever of the wrong pair of falling points, and had thus turned the pilot engine towards the up line instead of into the siding at the opposite side.

The express train consisted of engine and tender, 2 vans, and 11 carriages, and it is said to have been travelling at its usual speed at this place of 10 or 12 miles an hour, when the collision occurred.

The effect of the collision was to throw both engines and the leading van of the express train off the rails. The express train engine ran over an old hut, in which some of the men employed in the goods department take their meals, and, it is said, some were in it at the time, but none of these men were hurt.

The pilot engine had the left end of the buffer plank broken, and the corner of the side framing, splashers, and part of the foot plate were carried away, and the engine was detached from the tender. The express engine had the right outside cylinder and the chimney damaged. Both lines of way were blocked; one was cleared by 11 p.m., and the other by the following morning.

Wardell had been 31½ years in the Company's service, and I have pleasure in stating that the Directors of the Company, in consideration of his long service, the manner in which it had been performed, and the goodness of his character, have allowed him to be con-

tinued in their service, but employed elsewhere on a less responsible duty.

This collision affords another illustration of the necessity of introducing mechanism to prevent men from making mistakes.

Certain alterations should be made at this place. There is an up signal at the south end of the ticket platform at Camden, worked hitherto by the ticket collectors. I understand it has been determined to connect this signal by wire with the telegraph hut, and to place it in charge of the signalman. Also to work the two pairs of falling points by levers from the same place.

I think the better plan would be to place a regular signal box opposite to the two pairs of falling points, to take out the facing points which are now kept locked, to provide both an up and down distant signal worked from this box, to cover the operation of shunting into the engine siding or crossing from one line to the other. The points and signals to interlock. The

up signal at the ticket platform will answer very well for the up distant signal.

At present the protection on the down line is derived wholly from the working on the block system, and thus, if the signalman at Euston should make a mistake, and permit a down train to leave, when "line clear" has not been telegraphed from Camden, a collision may ensue between the down train and an engine entering the siding or crossing from one line to the other.

The signalman should also be provided with a telegraphic instrument, to enable him to regulate the departure of up trains from Camden for Euston station, in accordance with instructions from the signalman at Euston station.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

*W. YOLLAND,
Colonel.*

A copy was sent to the Company on the 1st March 1869.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 9th March 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 17th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my enquiry into the circumstances which attended the accident, that occurred on the 29th January 1869, near Tal-y-cafn station, on the Bettws-y-coed branch of the London and North-Western Railway.

Two persons are reported to have been bruised and shaken.

A train, which consisted of a tank engine, travelling with its funnel in front, a waggon loaded with pigs, a third-class carriage with a break compartment, a second, two first, and a third class carriage with a break compartment, and a guard, left Bettws-y-coed at 1 p.m. The carriages were coupled in the order in which they are given. The train left Llanwrst at its proper time, 1.13 p.m. It travelled all right to within $1\frac{1}{2}$ miles of Tal-y-cafn, where the engine and the three front vehicles of the train left the rails and ran down the bank.

The railway from Llandudno to Bettws-y-coed runs close alongside the river Conway. On the day in question, there was a very heavy flood in the river, owing to the high tide and the very heavy fall of rain. The waters burst the old flood bank between the railway and the river, flowed across the ground between the river bank and the railway, and were checked where the river bank meets the railway bank, at a place about 15 chains to the north of the spot where the bank first gave way. The eddy formed in the angle where the two banks meet appears to have undermined the railway bank, which is about $1\frac{1}{2}$ feet higher than the river bank, at this spot. The driver noticed the water on the railway, as he approached. The sleepers and rails were above the water, and he could not observe that the railway

bank under the sleepers had been washed away until he was close to the opening. He was running down an incline of 1 in 200, at a speed of 20 to 25 miles per hour, and it was impossible for him to stop his train.

He had passed down the line from Llandudno to Bettws-y-coed, about $1\frac{1}{2}$ hours before, with the same train. The bank was at that time free from water and uninjured.

When the engine reached the defective part of the bank it left the rails on the near side and came to a stand at the bottom of the bank a short distance further on. The driver remained on his engine and was not hurt. The fireman was thrown into the water, and was also uninjured. The pig waggon and third-class carriage next to the engine were broken; seven out of 14 pigs were killed. No person was travelling in the third-class carriage. The body of the second-class carriage was also damaged, and a girl travelling in this carriage was bruised. The first-class carriage, next to the second-class, came to a stand with its leading wheels off the rails, the rest of the coaches remained on the rails.

The accident was caused by the flood in the river Conway breaking through the flood bank.

Half a mile of the line between Bettws-y-Coed and Llanwrst was carried away on the 7th February last by the river breaking through the flood bank. The water got at the back of the railway bank and carried the latter away about half a mile lower down than where the river bank had given way; 50 sheep and 17 ponies were drowned.

It is reported that $3\frac{1}{2}$ inches of rain fell in 24 hours in this district. This is a remarkable quantity if correct.

I have, &c.

*The Secretary
Railway Department,
Board of Trade.*

*F. H. RICH,
Lieut.-Col. R.E*

A copy was sent to the Company on the 11th March 1869.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 20th January 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 13th instant, I have the honour

to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 3rd January 1869, near Streatham junction, on the section of the London,

23830.

B

Brighton, and South Coast Railway, between Victoria station and Wimbledon.

No person has complained of being injured.

On the day in question, a train which consisted of a tank engine, travelling with its funnel in front, a third, a second, two first-class, and a third-class carriage, with a break compartment in which the guard rode, left Wimbledon for Victoria at 3.31 p.m., which was its proper time.

The carriages of the train were coupled together in the order above given.

The train stopped at Hayden Lane and Tooting stations. The driver approached Streatham south junction at a speed of about 10 miles an hour. He passed safely through the junction points at a speed of about 8 miles per hour. He had shut off steam at this time, and his engine was running down the incline of 1 in 100 towards Streatham north junction, which is about 300 yards from the south junction, when the off leading wheel of the engine mounted and after running on the outside of the rail for 80 or 100 yards, the near leading wheel and both trailing wheels also got off the rails. The off leading wheel mounted at a spot about 80 yards from the south Streatham junction, just above the north abutment of the first under-bridge beyond the junction.

The train was brought to a stand about 150 yards from the place where the off leading wheel mounted. The driving wheels of the engine remained on the rails, and all the carriages of the train remained on the rails. The off side life guard of the engine was slightly damaged, but no further injury was done to the train.

The permanent way for about 30 yards, where the fore and hind wheels of the engine got off the rails, was shifted about 2 inches in its bed. About 90 chairs were broken, and one rail was slightly bent.

The part of the line where the accident happened is a short piece of railway which connects the lines from Wimbledon and Sutton to London Bridge, with the line from Croydon to Victoria station. This part of the London, Brighton, and South Coast Railway Company's new lines was finished last, and the clay bank of which it consists has not settled properly, owing to the very dry summer. Streatham north and south junctions form the two ends of this connecting link.

The maintenance of this bank has given a good deal of trouble, and the company have for some time past ordered it to be carefully watched. The contractors'

foreman of the platelayers, who is in charge of the length, had visited the spot about 12.30 p.m. on the day of the accident, which happened about 3.43 p.m. He had found it in good order. His men had been at work near there two days previous.

The curve of the line between Streatham north and south junctions is 18 chains. The engine mounted the outside rail of the curve.

The line was found true to gauge after the accident, but the super-elevation of the outer rail was found to be about 4 inches on the under-bridge, and about 2½ to 3 inches at each side of the under-bridge.

This difference in the level of the rails was, no doubt, caused by the clay bank sinking at each side of the abutments of the under-bridge, and I think that the change of level, together with the change from the hard formation on the under-bridge to the softer formation of the bank, caused the right leading wheel of the engine to mount.

The engine, No. 214, is reported to have been in good order at the time, and has continued running since the accident. Her leading wheels are 5 feet diameter, and carry 11 tons 10 cwt. Her driving wheels are also 5 feet diameter, and are coupled to the leading wheels. They carry 12 tons 3 cwt. The trailing wheels are 3 feet 9 inches diameter, and carry 11 tons, when the engine is supplied with coal and water. The distance between the leading and driving wheels is 7 feet 3 inches, and between the driving and trailing wheels it is 8 feet 7 inches.

The engine was run to Victoria on the evening of the accident, and was there examined. Her wheels were found to be true to gauge, and the springs were found to be sound.

Previous to the accident the London, Brighton, and South Coast Railway Company had cautioned the engine drivers to run very carefully over this portion of their line. The speed over these new lines should be very slow till the clay banks are consolidated, as, owing to the last very dry summer and the very heavy rains that have fallen during the last two months, they will probably continue to move for some time to come.

In the present case the engine driver appears to have been running carefully, and the guard appears to have been on the look out, and to have applied his break very expeditiously.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

F. H. RICH,
Lt.-Col. R.E.

A copy was sent to the Company on the 26th January 1869.

METROPOLITAN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 25th February 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 2nd instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending a collision between an engine and passenger train which took place on the 28th January, at the Baker Street junction of the Metropolitan, and St. John's Wood Railways.

Three persons are returned as having received bruises and other slight injuries.

Near Baker Street junction the St. John's Wood single line is doubled for some 400 yards before joining the main line of the Metropolitan Railway with an ordinary double junction; the former line falls towards the junction with a gradient of 1 in 250, and the latter rises towards it at a gradient 1 in 100. There is

a separate station for each line, each provided with up and down platforms. About 80 yards from the junction points there is an uncovered space 15 yards long, on the St. John's Wood line; the platforms then commence, and are covered for a length of 66 yards, after which there is a second uncovered space of 120 yards. The curve at this portion of the line has a radius of 6 chains. The junction signalman occupies a hole in the wall near the junction of the two lines; he has charge of six train-signalling instruments, four speaking instruments, and three bells for electrical communication, and of seven main and distant signals. At the north end of the station yard on the St. John's Wood line there is another signalman's cabin; this man works the points leading from the single to the double line, and the starting signal for St. John's Wood line down trains; he has also a down distant signal fixed in the wall, close to the junction signalman's cabin. This north cabin is an inter-

mediate block telegraph station between the junction cabin and St. John's Wood Road station, the first station north of Baker Street.

When the Metropolitan Railway was first opened it was worked upon the absolute block system, *i.e.*, one up and one down train only were allowed to be at one time between any two block stations. Since the formation of other lines, forming junctions with the main line, and the increase of trains consequent thereon, this rule has been in some cases modified, and two trains, are with certain precautions, allowed to be at the same time between some of the block stations. At Baker Street junction, for instance, the signalman's block district extends for down trains from Portland Road station to Baker Street main line station; but as soon as a down main line train passes the down junction signal this signal is put to danger, and line clear is given to Portland Road, though the train has not left Baker Street station. Another down train may then be despatched from Portland Road, and, if a main line train, would be detained between the junction and distant signal, until the first train had cleared the station, and so on. The danger of this mode of working is twofold; for the signalman having two trains on his block may chance to forget one of them, and either lower his signal for the second to proceed before the first has cleared the station, or else forget the second one, and give line clear for a third train before the second has passed into the station. This subject, which bears directly on the accident of the 29th ultimo, will be further alluded to in the report on that accident.

At about 11.20 p.m. on the 28th ultimo, the signalman on duty at Baker Street junction received a bell signal from the north cabin implying that an engine only wanted to proceed on the down (or wrong) branch line to the junction, and thence by the main down line on its way home to the Edgware Road engine sheds. He returned the bell signal, and pegged over the red key (train on line) on the down instrument. As the engine was coming on the wrong line there was no *proper* signal to stop it clear of the junction in case of need, but a short time previously to its being signalled the junction signalman had, in anticipation of its coming, placed his hand lamp showing a red light towards the north cabin to stop the engine until he should be able to let it through the junction. The signalman at the north cabin, who had detained the engine a few yards north of his cabin on the up line until he had received back his signal from the junction signalman, opened the points leading to the down line on receiving it, and gave the driver a green signal; the latter, who had nearly brought his engine (an 8 wheeled tank engine, with 4 wheels coupled and 4 bogie wheels, running tank first), to a stand, put on steam to run through the crossing, shut it off again before reaching the down line, and was proceeding at a steady space (stated not to exceed 6 miles an hour) through the station when he caught sight of the red hand light standing on the ground beside the junction signalman's cabin, the light being visible about 100 yards off. A moment or two before seeing this red signal, he states that he had caught sight of the white back light of the down distant signal worked from the north cabin, and having mistaken this for an all right hand-lamp signal, which the junction signalman would have given him had the junction been clear, he was somewhat thrown off his guard. He immediately had his breaks applied, which at once skidded the wheels, but the speed was not checked in the way that might have been expected, owing, it is said, to the greasy condition of the rails from a drizzling rain which had been falling on them in the open portions of the line adjoining the station. Finding the speed but little reduced, the fireman applied sand, which, owing to the curve at

this part of the line, did not fairly catch the rail, and on passing the junction cabin the driver reversed, but had not got his wheels to revolve the contrary way, when the engine, almost stopped, came into collision with an up Westminster passenger train which had just started from the Baker Street main line station. The St. John's Wood engine was turned over by the first shock, and fell on its side in the 6-foot, the driver and fireman being pitched off, but neither of them seriously hurt. The engine continued working while on her side, and was so little damaged that it was able to be removed on its own wheels. Its having been so easily upset is to be attributed to its off wheels having been higher than its near wheels, owing to the super-elevation of the outer rail of the curve of the St. John's Wood line near the junction.

The Westminster train, which was running to time, consisted of a tank engine, a second-class carriage, a first-class, a composite first and third, and two third-class carriages, with a guard at the front and rear of the train, each having control of break power for skidding four wheels of the carriage in which he was riding. The rear carriage had almost cleared the Baker St. platform, the speed being six or seven miles an hour, when the rear guard felt a slight jerk, as if a carriage was off the road; he immediately applied his break, felt another jerk, and his carriage came to a stop. On getting down he found the couplings broken between the second and third carriages, and a distance between them of about three yards, and the engine separated from the carriage next it by about six yards. The third, fourth, and fifth carriages remained coupled together. The first-class carriage (the second from the engine) was off the line, with its steps broken and other slight damage; the left hand front corner of the composite (the third from the engine) was slightly broken; these two carriages having been those which came into collision with the engine.

The junction signalman, after giving the starting signal for the up Westminster train, stepped out of his cabin just as the engine of that train was passing it, took up his hand lamp, and held it towards the driver of the St. John's Wood engine, which had at that time not reached the end of the platform. He thought the driver would, as usual, have stopped at the lamp, instead of which he passed him at a slow pace, the engine wheels sliding along the rails.

The immediate cause of this accident was a want of caution in the driver of the St. John's Wood engine in not keeping his engine under proper control on approaching a junction.

His fault is, however, much extenuated on consideration of the imperfect signal by which his movements were guided. And, indeed, I think that those who tolerated this dangerous method of working on the wrong line, which was stated to be the ordinary daily mode of four St. John's Wood engines returning after their day's work to Edgware Road dépôt, are by far the most to blame for the occurrence of this accident. It working on the wrong road is a necessity in the case of these engines (though the introduction of a cross-over road to the east of the junction would remove it), a proper signal, interlocked with the other junction signals, should be used for protecting the junction; and, in the case of an engine not necessarily stopping at the platform, *line clear* to the north box should not be given, but the engine detained at the north box until the junction is clear for it to run through without risk of any collision.

I have, &c.

C. S. HUTCHINSON,
Lieut. Col. R.E.

The Secretary,
Board of Trade,
Railway Department.

A copy was sent to the Company on the 4th March 1869.

METROPOLITAN RAILWAY.

Sir,

1, *Whitehall*, 6th March 1869.

In compliance with the instructions contained in your minute of the 3rd ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending a collision which occurred on the 29th January on the Metropolitan Railway between Baker Street and Portland Road stations, from an up passenger train from St. John's Wood having run into an up passenger train from Westminster. I regret to add that 16 passengers (the majority of them in the Westminster train) are returned as having been injured by the collision, the injuries consisting of bruises, cuts, contusions, and shakes.

As mentioned in my report on the accident at Baker Street junction on the 28th January, the original mode of working the traffic on the Metropolitan Railway was on the absolute block telegraph system; this, however, owing to the introduction of junctions, and the increase of trains consequent thereon, has been in some cases departed from by two trains instead of only one being allowed on the same line between certain block stations at the same time. This has been done as regards up trains between Baker Street junction and Portland Road station, the mode of working being as follows: On an up train arriving at Portland Road station an additional signal, 80 yards on the west or down side of the west end of the up platform, worked by a lever on the platform just outside the signal box (which occupies the west end of the up platform) is put to danger by a man kept expressly for the purpose, not under the orders of the regular signalman. This man's instructions are to put the additional signal to danger as the engine of the train passes him, and to lower it to caution as the guard's break at the tail of the train passes the starting signal at the east end of the platform.

The up-distant signal, situated 300 yards from the west end of the platform, or 220 yards from the additional signal, and visible to an approaching train for 380 yards, worked by the regular signalman, is put to danger by him after a train has passed it, and as soon as the train enters the station he gives line clear to Baker Street junction, and receives another train on his length, still keeping his distant signal at danger until the first train shall have cleared the platform. The driver of the second train seeing the distant signal at danger has orders to stop at it, then draw his train up to the additional signal, and wait at it until it is lowered. (Where there is no additional signal a driver has orders to stop at a distant signal at danger, and then draw the tail of his train inside it, two modes of dealing with distant signals apt to confuse drivers being thus introduced).

The object of having a special man to attend to the additional signal is to make more sure of its being put to danger before a second train is called on, and not put to caution until the first has cleared the station, than if it were left entirely in the hands of the regular signalman.

The arrangement is on the other hand open to the objection of dividing responsibility, and does not provide for the danger of the regular signalman's forgetting the second train, and giving line clear while it is standing in the tunnel.

The two platforms at Baker Street and Portland Road are almost exactly half a mile apart, the line between them being for the most part horizontal.

Owing to some slight block on the up-line on the City side of Portland Road station on the 29th January, an up train from Westminster due to leave Portland Road at 2.33 p.m. was detained there about a quarter of an hour, protected by the distant and additional signals. An up train from Hammersmith due to leave at 2.41, had, according to the mode

of working previously described, followed this train, and had stopped at the additional signal for about five minutes, when it drew into the station on the departure of the Westminster train. While this Hammersmith train was waiting in the tunnel, the Portland Road signalman must have given line clear to Baker Street, and blocked his instrument over to "train on line" for a second Westminster train due to leave Portland Road at 2.44, for the driver (Davis) of this train while slowly passing the up-distant signal, which was at danger, caught sight of the tail lights of a train in front drawing into the station, which prevented his at first seeing the additional signal. Either from forgetfulness of the rule before alluded to regarding this distant signal, or from being put off his guard at seeing another train so close in front of him, the driver (Davis) brought his train to a stand with its tail about 30 yards inside the distant signal, instead of drawing up to the additional signal. His train, consisting of a tank engine, second-class carriage, first-class, and two third-class carriages, with a guard in a front and rear brake compartment, had been at a stand from one to two minutes when it was run into by a train from the St. John's Wood branch. For this train the signalman at Baker Street junction had asked the Portland Road signalman for "line clear" about three or four minutes after the departure of the train from Westminster, and after waiting about a minute, had had his signal acknowledged, and started the St. John's Wood train. This train consisted of a tank engine, second-class, first-class, and third-class carriage, with a guard in a front and rear brake compartment. On leaving Baker Street at 2.47 the distant signal from Portland Road was seen to be at caution, and the driver approached it at a speed of 23 or 24 miles an hour. He had shut off steam at the usual point about 70 yards before reaching the distant signal, when he caught sight of the tail light of the train from Westminster about 100 yards off, a curve in the line having prevented its being previously seen. It is stated that every effort was at once made to stop, and that the speed was reduced to 12 miles an hour or less on the collision taking place. The only damage sustained by the St. John's Wood train was the breaking of two engine buffers and some injury to the back plate of the coal box (the engine was running tank in front). Neither driver nor fireman was hurt; both guards were thrown down in their brakes, but not injured.

In the Westminster train the buffers of the rear carriage were broken, and the four hind wheels of this carriage were lifted by the engine of the St. John's Wood train; the couplings broke between the two third-class carriages, and several buffer castings were fractured. The rear guard hearing the approaching train jumped out of his brake just before the collision. The injured passengers were principally in the second-class carriage next the engine. Nothing left the rails in either train.

There is little doubt but that this accident was caused by the act of Cook, the Portland Road signalman, in giving line clear to Baker Street for a third train when he had already two trains on his length. This fact seems to be satisfactorily established by the evidence of two telegraph workmen who were making some repairs to the speaking instruments in the Baker Street junction cabin when "line clear" for the St. John's Wood train was received from Portland Road. This signal must then have been given upon the Hammersmith train drawing into the station, and in forgetfulness that a Westminster train was also between the two stations, the Hammersmith train having been similarly forgotten when "line clear" for the Westminster train had been given to Baker Street; the fact of placing the distant signal to caution, prior to the approach of the St. John's Wood

train also goes to prove that Cook must have forgotten that he had a Westminster train standing on his length.

Cook had been a signalman for six months at Gower Street and Portland Road stations, before that, an additional signalman at Gower Street, two years altogether with the Metropolitan Railway Company; having been for five years previously a signalman with the London and North-Western Railway Company. He had always borne a good character. He had come on duty about two hours before the occurrence of the accident for a spell of eight hours, and had been visited about three-quarters of an hour prior to the accident by the inspector of the line, who had found him perfectly sober and his work going on properly, but had cautioned him about not talking, so as to take his attention from his signals.

The question then arises whether, since the accident was caused by the act of Cook the signalman, the blame of this act rests more with Cook or with the system under which he was working. Under the absolute block system, though the safest mode of working hitherto devised, there is of course always a risk (which may, however, be considerably reduced by an arrangement now for some time successfully at work on the London and South-Western Railway, whereby trains themselves register their arrival telegraphically) of a mistake being made by the signalmen employed in carrying it out; but this risk becomes immensely increased when the absolute block system is deviated from, and two trains (as in the present case) instead of only one are allowed to be at the same time between two block stations. I must therefore express my firm opinion that to the system of working established between Baker Street and Portland Road, and on some other portions of the Metropolitan Railway, is to be attributed the occurrence of the present accident. This system of work-

ing is contrary to that in use on the opening of the railway, and is one that would now never be sanctioned by the Board of Trade in the case of a line similar to the Metropolitan Railway. I trust, therefore, that the attention of the Directors of this railway will be seriously directed to the grave responsibility that rests upon them so long as they continue this spurious method of block telegraph working.

This accident would probably have been less serious had the driver Davis drawn the Westminster train up to the additional signal as soon as the Hammer-smith train had passed into the station, instead of remaining just inside the distant signal. The position of this signal might, I think, be improved by placing it nearer to Baker Street, by which a driver of an approaching train would have a longer view of a train standing just inside it.

Since the occurrence of the accident the additional signal and distant signal have been interlocked so that the latter cannot be lowered while the former is at danger. This is a useful precaution, but is no safeguard against a train, from some accidental cause, remaining between the distant and additional signals, being forgotten by the signalman, and being run into as in the present case.

In conclusion I would remark upon the great immunity from accidents that, until the occurrence of the present ones, has characterized the working of the enormous passenger traffic of the Metropolitan Railway, and how much credit this reflects upon all concerned in the management and conduct of this traffic. By a return to the original mode of working, there is every reason to hope that the future will be as prosperous in this respect as the past has been.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

C. S. HUTCHINSON,
Lieut.-Col., R.E.

A copy was sent to the Company on the 13th March 1869.

NORTH AND SOUTH WESTERN JUNCTION RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 19th February 1869.*

SIR,

In compliance with the instructions contained in your minute of the 21st ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending a collision which occurred between two North London trains on the 18th ult. at Richmond Junction, near Acton, where the North and South Western Junction Railway, from Kew to Willesden junction, is joined by a recently opened branch of the London and South-Western Company's Richmond Extension line, over both of which lines the North London Company have running powers.

The trains were, as it appeared, comparatively empty; but seven passengers and the guard in the Richmond train are returned as having been injured, one poor lady (since dead) having had both her legs broken, and another passenger having been seriously hurt.

Richmond Junction is situated about one mile on the Acton or up side of the Kew Bridge station of the North and South Western Junction Railway, and about 49 chains on the Acton or up side of the Brentford Road station of a branch of the London and South-Western Company's Richmond Extension line, opened on the 1st January last. The junction is protected by the usual signals. The up distant signal on the branch is about 400 yards on the down side of the junction, towards which the line falls at the rate of 1 in 125. The up distant signal on the Kew line is 500 yards from the junction, in approaching which the line is level. Bollo Lane crosses both the

Richmond branch and the Kew line on the level, the former about 260 yards and the latter about 250 yards from the junction, the gatekeeper on the branch being a London and South-Western Company's servant, provided with home and distant signals. The signalmen at the Richmond junction are North and South Western Junction Company's servants.

Colman, the man on duty at the time of collision on the 18th ult., had come to the cabin at 6 a.m. to remain till 8 p.m. next morning, the man on day duty remaining from 8 a.m. till 6 p.m. The day had been foggy, and fogmen had had to be employed; but at 6 p.m. the fog had nearly dispersed, and as Colman came on duty he met the North and South Western Junction fogmen going home. These fogmen had been employed at the Richmond junction distant signals on the North and South Western Junction line, it having been presumed that the up distant signal on the branch would be attended to by a fogman of the London and South-Western Company. This appears to have been the case; for, although a London and South Western Company's fogman had been sent at 1.20 p.m., from Brentford Road station, to attend to that station's down distant signal, which is close to the Bollo Road level crossing, he had been removed at 2.30 p.m., by the Brentford Road station master, to the up junction distant signal, which had not been previously attended to, the gatekeeper taking charge of the Brentford Road down distant signal. The fog signalling on the branch had not been dispensed with, according to the evidence, at 6 p.m., but had been continued up to the time of the accident, about half-past 8; though of this fact Colman was ignorant. At 8 o'clock it is stated

that the ganger of the North and South Western Junction platelayers, who had been acting as fogmen for the main line distant signals at Richmond junction, looked out of his house, and, seeing that the night was at that time clear, concluded that the fog was over for the night, and went to bed.

According to Colman's evidence, the weather remained tolerably clear till about 8 $\frac{1}{4}$ P.M., when the fog suddenly became very thick indeed. Having no speaking instrument in his cabin, he was unable to communicate with any station master or other person, so as to get back the fogmen. An up train from Kew was due to pass his box at 8.28, and another from Richmond at 8.30. The line is worked by block telegraph, the down block stations next the junction being Kew junction on the main line and Brentford Road on the branch. At about 8.30 (there is no train register kept at the junction, so that these times are only approximate) Colman received a signal for the Kew Bridge up train, and about two minutes afterwards for the Richmond up train. He immediately gave "line clear" on both lines, and lowered his main and distant signals for the Kew train (presuming it would be the first to arrive), and necessarily (the signals being interlocked) keeping the branch up signals at "danger." At about 8.34 he was much surprised at hearing a noise at the junction points, and on looking out of his cabin door found that the Richmond train was on the junction, nearly or quite come to a standstill. He shouted to the driver, and immediately put back his Kew Bridge signals to "danger;" but before he had done so the collision had occurred. At this time he stated that the fog was so thick that he could only just discern a light at the point of collision, about 30 yards off.

The Kew Bridge train consisted of a tank engine, running tank in front, break van (without guard), second-class carriage, first-class, composite, second-class, first-class, second-class, and break van with guard, coupled in the order stated, Clarke's patent breaks being connected with the last two carriages. The train left Kew Bridge at 8.30, five minutes late, having been detained by the fog on the down journey. The driver had shut off steam, and was on the lookout for the Richmond junction distant signal, when he caught sight of it about 15 yards off, showing green. On seeing this he put on steam, shut it off again at the level crossing (250 yards from the junction), blew his whistle, and was approaching the junction at a speed of eight or nine miles an hour, when he suddenly caught sight of the lights of the carriages of the Richmond train, standing or moving very slowly at the junction. He immediately reversed, but had not time to put on contrary steam. His fireman got his break applied, but the guard had not time to put his on when the collision occurred, the engine striking the sixth carriage from the front of the Richmond train. The Kew train stopped almost at once, and neither the engine nor any of the carriages left the rails. The engine had its coal-box, smashed and sustained other minor injuries. The front break and second-class carriage next it had several panels broken, and received other trifling damage. No passengers or servants of the company in this train are returned as having been injured.

The Richmond train consisted of a tank engine (running chimney in front), and of the same number of vehicles, arranged in the same order as in the Kew train. The driver, Bannister, had been one for 19 years, for the last 3 $\frac{1}{4}$ years with the North London Company. He was not well acquainted with the Richmond branch, having driven only two down and two up journeys on the 16th, and one up and two down journeys on the 18th, previously to the one in which the collision occurred. The train left Richmond at 8.23, three minutes late, (waiting for a London and South-Western train), and Brentford Road station at 8.32, four minutes late. Owing to the thick fog, the pace is described as having been very cautious; and the driver declared that, although he tried to see the different signals and landmarks

between Brentford Road station and Richmond junction, he did not know where he was till he reached the *junction cabin*, at which time his pace was between two and three miles an hour. He immediately took measures to stop, and had almost come to a stand when he felt the collision. The driver is positive that he exploded no fog signals on his way to the junction. His fireman agrees with him in this latter statement, but acknowledges that he knew when the engine passed the level crossing, from seeing a light in the lodge (260 yards from the junction). The guard could not see the distant signal, heard no fog signals explode, but, like the fireman, saw a light in the gatehouse at the level crossing as the train passed it. The guard also states that the train was going so slowly that he could have pulled it up in a few yards had he received any intimation by whistle or fog signal that there was danger.

The effect of the collision upon the Richmond train was very serious. The body of the first-class carriage (the sixth from the engine) was knocked off its frame, and the frame completely destroyed. The second-class carriage in front of it had its end driven in, its roof damaged, and received other minor injuries. The second-class behind the first-class had three compartments destroyed, and the rear break-van next it was slightly damaged.

As to the question of fog signals at the junction up distant signal being passed over and exploded by the engine of the Richmond train, there is contradictory evidence. The fog signalman and gatekeeper both declare that they heard two distinct explosions; and the gatekeeper further states, that not hearing the driver shut off steam, he placed another fog signal on one of the up rails opposite his lodge (which, however, did not explode), put his semaphore to "danger," gave the driver a red hand signal as he passed him at a speed which he thought was 20 miles an hour, and shouted to him. The explosion of the fog signals, and the assertion of the gatekeeper as to the red hand signal and shouting, are denied by the servants of the North London Company in the Richmond train; and their statement is strengthened by the fact that two foot passengers who were approaching the level crossing as the Richmond train passed it, heard neither explosion nor shouting, and saw nothing of the gatekeeper till he came out of his lodge after the collision had occurred, and asked them to go up with him to the junction. One of these persons estimated the speed of the train on passing the gates at 18 miles an hour.

I think, therefore, that it may be assumed that no fog signals were exploded by the Richmond train at the junction up distant signal, and that the driver, not being well acquainted with the road, did not find out exactly where he was until too near the junction to stop clear of it, at the pace at which he was moving, which, on passing the gatehouse, must, I imagine, judging from time and distance, have been fully 20 miles an hour.

The cause of the accident is then to be attributed to want of caution in the driver of the Richmond train in running at too high a speed in foggy weather over a line with which he was comparatively unacquainted, his conduct being the more blameable inasmuch as the distance from Brentford Road station to the junction is little more than half a mile, with many landmarks intervening. It is provided in Rule 19 of the London and South-Western Railway Company's rules (on whose line he was working, and with whose rules the North London Company consequently ought to see that their drivers are acquainted), "that in approaching any station, junction, or other place where the engineman cannot see freely ahead, whether from fog or otherwise, every engineman . . . shall, at ample and sufficient distance, *not being less than half a mile*, slacken his speed, and approach so moderately as to be able to stop his engine or train promptly, and without danger of collision or accident;" and in a circular dated September 1868, relating to fogs and snowstorms, it is further pro-

vided, that "in case of fogs or snowstorms special care " must be taken in approaching all junctions and stations, and the enginemmen must shut off their steam " at a sufficient distance, taking the load, the gradient, " the state of the rails, and the distance they are " able to see the signals, into consideration, in estimating such distance, so that they may be able to " stop with certainty, and must not pass the junction " or station until they receive an 'all right' signal."

The absence of fog signals at the up junction distant signal may fairly be considered, on the other hand, an extenuating circumstance in the driver's favour, though, in their absence, the fog signalman's green lamp signal or the distant signal ought to have been looked out for and *seen* before the junction was approached.

For neglect in not using his fog signals the fog signalman is much to blame, as is also the gatekeeper for making assertions with regard to these signals and to his own proceedings which I cannot but regard as untrue.

The present arrangements at Richmond Junction (and, I presume, at other junctions where foreign lines

join the North and South-Western Junction and North London lines,) as to fog signalling the up distant signal on the London and South-Western branch is not satisfactory, as the fog signalman ought certainly to be under the orders of the junction signalman, and not under those of the Brentford Road station master.

It also seems most desirable that a junction signalman in an isolated cabin should have some means (by a speaking telegraph instrument or otherwise) of making his wants (such as the occurrence of a sudden fog) known to the nearest station from which assistance can be procured.

The rules of the North London Railway Company are not, in my opinion, sufficiently full as regards the conduct of drivers in case of fogs, considering the importance of the subject, and the many occasions on which their trains must have to run through them.

I have, &c.

*The Secretary of the
Board of Trade,
Railway Department.*

C. S. HUTCHINSON,
Lieut.-Col. R.E.

A copy was sent to the North and South Western Junction Railway Company and the North London Railway Company on the 9th March 1869.

NORTH BRITISH RAILWAY.

*Board of Trade,
1st February, 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 12th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 5th January 1869 at Sighthill junction, on the North British Railway. Several carriages of a train belonging to the Caledonian Railway Company left the rails.

Eight passengers have complained of being hurt, but their injuries are believed to be slight.

On the day named, the 4.15 p.m. train from Perth to the south left Perth three minutes late. On leaving Larbert, the train consisted of an engine and tender, a guard's van, three third, one first, one composite, and five third-class carriages, coupled, as far as I could ascertain, in the order above given. The last carriage had a break compartment with a guard.

As the train left Bishop-Briggs, the guard left the third-class break carriage at the tail of the train, and entered the break van next to the engine, so as to arrange the parcels and letters, before the train reached Glasgow.

As the train approached Sighthill junction, the driver whistled, the junction signals were lowered and the train ran through the junction points at a speed variously estimated at six to eight miles an hour. This was about 7.23 p.m. The train was 18 minutes late, owing to the detention at the stations for the passengers who were returning from their New Year holidays.

When the engine driver got about 80 or 90 yards beyond the junction points, he felt a jerk, and pulled up his train at once with the tender break. He thinks that his engine did not go more than 30 yards beyond the place where he felt the jerk.

As soon as the driver had pulled up, he got off his engine, and went back to see what was the matter. He found that the two hind wheels of the third-class carriage, which was the second from his engine tender, were off the rails. The third-class carriage, next behind it, was turned over on its off side, and

was lying with its front end on the Sighthill branch, and the tail end foul of the main line. The coupling between this carriage and the one in front of it was broken.

The seven carriages in rear of the carriage that fell over, were all off the rails.

The permanent way consists of a double-headed rail, which weighs 75 lbs. per lineal yard. It is laid in lengths of 15, 18, 21, and 24 feet. The chairs weigh about 28 lbs. each, and are fixed to transverse sleepers, with wrought-iron spikes.

Some of the rail joints are fished. Some are fixed in a cast-iron fish chair, and others in ordinary joint chairs. The line, when seen by me, on the 22nd instant, was in indifferent order.

The first mark of any vehicle being off the rails was found to the west of the first crossing, beyond the Sighthill junction points. The gauge of the rails at the point of the crossing was about $\frac{1}{4}$ inch tight, whereas the gauge of the shoulders of the rails next the crossing point was about $\frac{1}{4}$ inch wide. The first rail joint west of the crossing, was also defective. These defects did not appear sufficient to turn a train off the rails, but they may have been greater at the time of the accident, and I think they probably were greater, although the evidence did not *prove* that they were so. The flanges of the wheels of the carriages that first got off the rails appear to have been in good order the wheels were true to gauge; and I could find nothing wrong about the springs. It appears certain that the train was running at very moderate speed, and I can attribute the accident to no other cause, except the state of the permanent way at the time.

Two of the carriages were damaged by the accident.

The habit of guards leaving the break vans at the tail of the train, in order to sort the parcels and luggage before reaching their terminal stations, is objectionable, and should not be allowed.

I am, &c.

*The Secretary,
Board of Trade,
Railway Department.*

F. H. RICH,
Lieut.-Col., R.E.

A copy was sent to the North British and the Caledonian Railway Companies on the 18th February 1869,

NORTH-EASTERN RAILWAY.

SIR, 1, *Whitehall*, 10th March 1869.

I HAVE the honour to report, for the information of the Board of Trade, in compliance with the instructions contained in your minute of the 20th ultimo, the result of my inquiry into the circumstances attending a collision between an engine and a passenger train, to which the former was about to be attached, which occurred on the 13th ultimo at Thinford junction near Ferry Hill, on the North-Eastern Railway. Eight passengers are stated to have been shaken and bruised as the result of the collision.

The 9.25 P.M. train from Ferry Hill to Hartlepool left Ferry Hill on the 13th ultimo ten minutes late, having been detained for the arrival of a main line train. The train consisted of an engine and tender, running tender first, guard's van, composite first and second class, and two third-class carriages, coupled in the order stated.

The night is described as having been very wild, a gale blowing from the westward. The train proceeded all right on its journey as far as Thinford junction, a short distance north of Ferry Hill, where the Hartlepool branch leaves the main line. In order to reach the branch, which is a single line, a down train has to back through a connecting road leading from the down main line across the up main line to it; and as it has then to proceed in a contrary direction to that in which it has arrived from Ferry Hill, a loop is provided for the engine to run round its train. Owing, however, to the short length of this loop and the position of the points leading to it from the main line, the train, after being backed into the branch, has to be again moved forward a few yards before the engine is detached, preparatory to running round its train. These operations had all been safely performed with respect to the train in question on the 13th ultimo. After the train had been finally stopped on the branch the fireman got down and unhooked the engine, which moved forward through the loop points and then backed through them into the loop, the fireman rejoining it as it did so. On reaching the points at the other end of the loop the fireman again got down and went towards what had been the last carriage to show the driver a light in approaching it (the tail lamp having been removed by the guard to what had now become the last car-

riage), and to hook on the tender when it came up. He had just reached the carriage when he saw the engine coming up at a pace which was evidently too quick; upon which he shouted out, jumped aside, and the collision occurred. The carriages moved back a few yards and the main couplings came undone; but no damage was done to any part of the rolling stock, and after some delay the train was able to proceed on its journey. Had the van brakes not been on (they had been put on to facilitate the coupling of the engine to the train) the collision would probably have been but little felt by the passengers, of whom, as before mentioned, eight are returned as having been injured.

In explanation of his having run back too fast to rejoin his train the driver stated that after putting steam about half on for this purpose the wind nearly blew him down, and before he could recover himself, so as to shut it off again, he had run into the train. Some of the passengers seem to have made up their minds that the driver was intoxicated, and refused to proceed further on their journey with him in charge of the engine. The guard, therefore, having provided a substitute for his own work, travelled upon the engine down to Hartlepool. According to this guard's testimony the driver managed his engine properly during the journey, and did not appear to be under the influence of drink. At Hartlepool he had much the same operation to perform as at Thinford junction, and made no mistake. He has been driver for 22 years, and during this time has borne a good character. As I was unable to obtain any positive evidence as to his having been the worse for liquor on the occasion of this collision, I think his explanation of its cause may be accepted as the true one.

The arrangements at Thinford junction are certainly not free from objection, and it seems most desirable that the length of the loop should be increased, so that there may be ample room for a train to stand in it, which can hardly be said to be the case at present.

I have, &c.

C. S. HUTCHINSON,
Lieut.-Col. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

A copy was sent to the Company on the 15th March 1869.

TAFF VALE RAILWAY.

SIR, *Limerick*, 2nd March 1869.

In compliance with the instructions contained in your minute of the 12th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 30th January at Walnut Tree Bridge station on the Taff Vale Railway.

Mr. Evans, who had arrived at that station by a Rhymney Railway Company's train, was killed in attempting to cross the Taff Vale Railway, when a pilot engine and a coal train were passing at the same moment on two of the lines of rails.

Walnut Tree Bridge station is situated at the junction of the Rhymney Railway with the Taff Vale Railway. It is about $7\frac{1}{4}$ miles from Cardiff.

On the day in question, Mr. Evans was a passenger by the Rhymney Railway Company's train that is due to leave Cardiff at 5.40 p.m. This train arrived at Walnut Tree Bridge station at 5.59 p.m., and came to a stand at the platform of the up line of rails to Rhymney. The train proceeded on its journey as

soon as the passengers for Walnut Tree Bridge station had got out of the carriages.

The station master collected the passengers' tickets, but Mr. Evans was detained a short time as he could not find his ticket. The station master, who knew Mr. Evans, saw him safe as far as the level crossing over the Rhymney Railway, by which Mr. Evans should have left the station. He allowed him to leave on the understanding that he would send his ticket that evening or the following morning to the station.

Mr. Evans, who was the manager of some works near the station, was perfectly acquainted with the Walnut Tree Bridge station. The station lamps were alight, and the Rhymney Railway Company station-master thought that Mr. Evans would cross the Rhymney Railway at the place where he left him, which was the proper crossing for the Rhymney Railway Company's passengers. It appears from a conversation that Mr. Evans had with a sawyer, with whom he was acquainted, that instead of crossing at once to the east side of the Rhymney Railway, Mr. Evans resolved to go and visit a friend at the west

side of the Taff Vale Railway. In order to get to his friend's house by the shortest route, Mr. Evans walked towards the spot where the two lines of rails of the Rhymney Railway join the three lines of rails of the Taff Vale Railway. This place is about 30 yards to the south of the south end of the Walnut Tree Bridge station centre platform. A coal train was at this time passing the station towards Cardiff, on the centre line of the Taff Vale Railway, and a pilot engine was running in the same direction on the Taff Vale line of rails, which was next to where Mr. Evans was standing. The coal train and the pilot engine were running at a speed of about 7 miles per hour.

The pilot engine was near the tail waggon of the coal train.

It is supposed that Mr. Evans, while watching the coal train, did not observe the pilot engine. This engine struck the unfortunate man, and knocked him down. His head struck the off rail of the Rhymney Company's up line of rails, which leads to Rhymney. Mr. Evans was picked up senseless, and died about a quarter of an hour afterwards. He was 64 years of age.

The driver of the pilot engine did not notice Mr. Evans until his engine was close to him.

It was dark at the time, and the driver could not stop the pilot engine in time to prevent the accident.

The centre platform at Walnut Tree Bridge station can only be reached by crossing either the Taff Vale or the Rhymney Railway on the level of the rails.

The Rhymney Railway Company are constructing a new line into Cardiff. They propose not to use the Walnut Tree Bridge station for passengers, so soon as the new line is open for passenger traffic. The Taff Vale Railway Company think that they will also discontinue to use the station at that time. The regulations of both Companies provide, that a proper qualified servant of the Company, should see all passengers safely across their respective lines of rails. These regulations should be strictly enforced, so long as the station is used for passengers. It would be desirable that notice boards cautioning passengers not to cross without such protection should be put up. If either Company continue to use the Walnut Tree Bridge junction as a station, after the Rhymney new line to Cardiff is opened for passenger traffic, an over-bridge should be constructed for foot passengers. The works in connection with this station, ordered by the Board of Trade on the 16th March 1868, have been carried out. The wooden fence on the Rhymney Railway Company's Walnut Tree Bridge station down platform should be repaired, and the fence to the blind siding requires closing with a gate, or by some other means.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

F. H. RICH,
Lt.-Col. R.E.

A copy was sent to the Taff Vale Railway Company and the Rhymney Railway Company on the 10th March 1869.

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R E P O R T S

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE BOARD OF TRADE,

UPON

C E R T A I N A C C I D E N T S

WHICH HAVE

O C C U R R E D O N R A I L W A Y S

During the Months of February, March, April, and May,

1 8 6 9.

(PART SECOND.)

Presented to both Houses of Parliament by Command of Her Majesty.
July 1869.



L O N D O N :

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1869.

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ANGLESEA RAILWAY COMPANY.

*Board of Trade
(Railway Department),
22nd April 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 6th inst., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 27th March 1869 at Gaerwen Junction on the Anglesea Central Railway.

The 6.40 a. m. passenger train from Amlwch to Gaerwen Junction left Amlwch four minutes late on the day in question.

The train consisted of a tank engine, running tank in front, four waggons loaded with goods, one break van, one composite, a second, a third-class carriage, and a break van with a guard. The carriages were coupled in the order given.

The train left Holland Arms, which is the station next to Gaerwen Junction, at the proper time, 7.39 a.m. The driver stated that the speed of the train was reduced to about four miles an hour on arriving at the top of the bank above Gaerwen Junction. The gradient from the top of the bank is 1 in 132, falling to within 150 yards of Gaerwen station. The train passed Gaerwen auxiliary signal at the same speed. Snow and sleet were falling at the time, and the driver stated that although the fireman applied the break, and that he whistled for the guard's break, reversed his engine, and both of them applied sand to the rails, he thought that the speed of the train rather increased between the auxiliary signal and Gaerwen Junction station, and he could not check his train until he reached the curve and level part of the line at the bottom of the bank, close to Gaerwen station.

The train passed the station at a speed of about two miles an hour, and the engine ran against the spring buffer stops about 50 yards beyond the platform. The buffer beam was carried away, and the two front pairs of wheels of the engine got off the rails, and went down the bank. The hind wheels of the engine remained on the rails. The guard irons and sand pipes of the engine were broken, and the front waggon of the train was slightly damaged. One passenger complained of having hurt his thumb.

It was the duty of the pointsman at Gaerwen Junction station to sand the rails when they were wet or greasy. He asserts that he did so, but the evidence is contradictory on this point.

The accident appears to have been caused by the driver approaching Gaerwen Junction at such speed that he could not control his train in consequence of the snow and sleet on the rails.

Mr. Phillips, the manager of the railway, was travelling on the engine at the time of the accident, and he stated, that he did not think that the engine would overrun the station until he was quite close to the station.

The guard's breaks skidded the wheels of the break van, but the break of the engine would not skid the wheels, although the breaks were in good order. The break blocks of the engine had been renewed the day before the accident.

I have, &c.

*The Secretary,
Board of Trade,
Railway Department.*

F. H. RICH,
Lieut.-Col., R.E.

A copy of the above report was sent to the company on the 24th of April 1869.

GLASGOW AND SOUTH-WESTERN RAILWAY.

*Board of Trade.
(Railway Department),
Whitehall, 7th June 1869.*

SIR,

I HAVE the honor to report, for the information of the Board of Trade, in obedience to your minute of the 20th ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 8th ultimo between an express passenger and a goods train at the Gretna Green station of the Glasgow and South-Western Railway. One passenger has complained of having been hurt on that occasion, and the fireman of the passenger train engine was also hurt in the chest.

It appears that the 5.30 a.m. goods train from Carlisle to Glasgow, did not leave Carlisle until 6.26 a.m. in consequence of the goods train from the south being late in arriving there, and from the guards of the train not being at the station in proper time. It consisted of an engine and tender and 31 vehicles, including 2 break vans at the tail of the train, with 2 guards. It reached Gretna Green station at 6.48 a.m., the time appointed for it to leave that station being 6.1 a.m. When it reached the station the train was stopped, and the two break vans were uncoupled and left standing at a crossing of a cross-over road, 130 yards west of the east end of the down platform, which abuts upon an over-bridge carrying the main turnpike road from Carlisle to Glasgow, while the engine and the 29 waggons were drawn ahead about 190 yards, for the purpose of being pushed across to the goods yard, which lies on the north side of the line by a through road, in order to bring out two powder vans, which were

on the way to Dumfries and Closeburn, having been received at Gretna Green station from the North British Railway Company that same morning, without any special advice or instruction.

The goods train having been attached to the two powder vans, the train was brought out on to the down line, and pushed back and coupled on to the two break vans which had been left at the crossing, and the train was in the act of being shunted across to the up line, when four of the waggons got off the line, two at one part of the train, either the 12th and 13th, or the 13th and 14th, and two at another part, the second and third from the engine. These waggons were thrown off the line in consequence of a link which connects the break block to the rocking shaft of the break of one of the waggons having dropped off, and fallen between the guard rail and the running rail of the crossing, and thus caused the waggons to mount, and in some instances to drop off the rails. I could not ascertain, for a certainty, what waggon had lost this link, but it was reported to be a foreign waggon. This mishap prevented the goods train from being shunted across to the other line, in order to get it out of the way of the 6.36 a.m. down express train. The after part of the goods train was then uncoupled from the last waggon that was off the rails, and the powder vans and the two break vans were left standing on the cross over road, nearly, but not quite, clear of the down line.

It is stated that they were not long in getting three of the waggons (which were empty) on the rails again, but before the fourth waggon, which was loaded.

could be got on, the express train had come up, and the collision had taken place.

The Gretna Green station is protected at the eastern end by a signal placed 460 yards from the east end of the down platform, and that signal can be seen for about 380 yards before it is reached. The station is approached on a curve of half a mile radius, and in a cutting: the curve ends about 50 yards inside the signal, which is placed as far as possible from the station, so as to be seen from the station platform. The line is on a rising gradient of 1 in 170 for 155 yards inside the signal, and from thence it is level through the station. There are no station signals, and I am told that they are not used on the Glasgow and South-Western Railway between Carlisle and Glasgow at the intermediate stations. The portion between the junction with the Caledonian Railway and Dumfries was opened for traffic in August 1848.

The express passenger train due to leave Carlisle at 6.36 a.m. did not depart until 6.56, and the head guard of the goods train was told by the night foreman at Carlisle, before he left, that the express train was 14 minutes late that morning. This express should pass, without stopping, Gretna Green station, when running to its appointed time, at 6.52 but as the goods guard had been told that it was 14 minutes late (it was actually much more) that morning, he was fully justified at 6.48 in entering the goods yard for the purpose of taking on the powder vans as far as Annan, 8 miles beyond Gretna Green station, where the express train is appointed to stop, so that I do not think any blame attaches to the servants of the railway company with the goods train for what they did at Gretna Green station, or to the Gretna Green station-master or his representative on duty.

The express train, which consisted of engine and tender, five carriages, two carriage trucks, and one break van with a guard in it at the tail of the train, left Carlisle 20 minutes late; it passed Gretna Junction, which is about three quarters of a mile from Gretna Green station, at 7.10 a.m., and the driver states "that the junction signals were at 'all right' for him to proceed, and when he came in sight of the Gretna Green signal he found it standing at 'danger' against him," and he remarked to his fireman that "they had left the signal on." He says "that he shut off the steam about 320 yards outside the signal, and the fireman applied the tender break," and when he came in sight of the obstruction on the line "he reversed his engine, and after running about 150 yards with the engine reversed, the reversing lever got out of the notch and flew into forward gear, but he did not go any distance in that state, as he reversed again as soon as he could get at the reversing lever." He states "that he put the steam on, and kept his hand on the spring of the reversing lever to prevent it from again flying out of the notch until the engine struck the waggons of the goods train," when he was travelling "not more than 10 miles an hour." He "did not whistle for the guard's break, as he was so much put out by the lever getting out of the notch." He also stated that "he had found that signal 'on' before when the station was not obstructed, but not frequently," and that "if a red flag had been out that day 750 yards from the station, he would have had a chance of reversing sooner than he did." The fireman corroborates generally the driver's evidence. He states "that the speed they were travelling at when they came in sight of the signal was 30 miles an hour," which corresponds nearly with the rate at which this train is timed to travel between Carlisle and Annan. He admits "that if they had known there was anything at the station, they could have reversed when they first saw the signal at danger, and then they would have had time to stop before they reached the waggons, but they could not have stopped at the signal, as the distance was not great enough for the state the rails were then in." The guard states that there was no material diminution in the speed of the train until the engine had got to the over-bridge

at the east end of the station platform, and then he felt a sudden check. He says he had applied his break before they reached the distant signal, but after they had passed the distant signal, and had got half way between the signal and the bridge, he took it off again, as his break was not whistled for, and his impression was that the driver had got a hand signal from the platform (a green flag signifying a train ahead), as it is customary to get them. He looked out of the window on the left side of his break, but did not see anything on the road, the line being on a curve.

There was also some evidence given, tending to prove that the steam had been kept on much longer than the driver states, but it was not very conclusive.

The effect of the collision was to throw the engine and tender and two carriages of the passenger train off the rails, and the engine and tender ran down an embankment of about 12 feet in height, and fell over on their left sides only a very short distance from where the collision took place. The tender was separated from the next carriage behind it, which was empty, and which remained on the top of the bank and overhanging it, but coupled to the carriage behind, which was also off the rails. The right-hand cylinder of the engine and the buffer plank were broken, the chimney was torn off by the telegraph wires, and some slight damage was done to the tender. Two of the carriages were a good deal damaged.

In the goods train, the waggon which was supposed to have been struck by the passenger train engine was the one next in front of the powder vans; it was knocked off the road and damaged, as well as a goods van in front of it, which was broken to pieces. The two powder vans, which were standing on the cross-over road with the two guards' break vans behind them, were both knocked off the rails, the leading one was thrown over on its broad side, fouling the up line of rails, and it had both sides damaged, one end beam and three axle-boxes broken; the other powder van was also off the rails, and had its sides damaged and inside buffer broken. The leading powder van contained two tons of gunpowder, and the other one ton, packed in barrels. The collision occurred about 7.12 or 7.13 a.m. The 6.25 a.m. up train from Dumfries to Carlisle is due to leave Gretna station for the south at 7.16, and thus this company may be said to have had two very narrow escapes, from the gunpowder exploding, first from the effects of the collision itself, and next from the powder vans not being run into and exploded, as happened on the Lancaster and Carlisle Railway in February 1867, by a train running in an opposite direction.

The collision was evidently occasioned by the neglect of the driver of the express passenger train in not obeying the regulations of the company, which require him when he finds "a distant signal at danger" to approach at such a speed as will enable him to "bring his train to a stand at the distant signal," and in not promptly taking the necessary measures for stopping as soon as he saw the obstruction on the line, omitting as he did to sound the whistle for the guards' break.

I do not, however, consider that the company had provided this express train with such an amount of break power as would have enabled the driver to stop at the distant signal, unless he had been running at less than the average rate that would have allowed him to keep time between Carlisle and Annan. One break to seven other vehicles, independent of the tender break, is not sufficient for an express train which is authorized, at times, to travel at 45 miles an hour by the company's regulations.

It will be seen that I blame the driver for not obeying the company's regulations; but the neglect which in this instance only produced a collision, but might have caused a calamity by exploding the gunpowder, is a common occurrence at this station, and must be well known to the officers of the railway company.

Thus, the driver of the goods train states that "we cannot see the station from the place where the signal first comes in sight, and when it is at 'danger' we slacken speed and prepare to draw up, but we do not stop, but run past the signal."

In fact, it cannot be seen whether the station is obstructed or not, until a train has just reached the signal, and it is useless for drivers to be directed to bring their trains to a stand at the distant signal when it is at danger, if they are not made to obey this regulation. Of course it is of the more importance when a station is only protected by a single signal that the indications on that signal are not obeyed.

This is the second instance on this line, within a short period of time, where the reversing lever has slipped out of the notch and flown into forward gear after reversal. This is stated to be due to the driver not taking care that the spring catches properly and fully enters the notch, but the liability would be altogether avoided if the reversal were accomplished, as on some lines of railway, by a wheel and screw instead of by a lever.

The collision could not have occurred if the line had been worked with the assistance of the electric telegraph on the absolute block system, by which an interval of space is preserved between following trains.

The explosion of gunpowder by a collision on the Lancaster and Carlisle Railway on the 26th Feb. 1867,

killing the engine driver and fireman of a train travelling in the opposite direction; the dreadful calamity at Abergele on the Chester and Holyhead Railway on the 20th August 1868, by which 33 persons lost their lives, and from the effect of which one has subsequently died; the explosion of naphtha on the 13th December 1868 at Three Bridges station on the London, Brighton, and South Coast Railway, by which two guards lost their lives, do not appear to have had the effect of causing railway companies to adopt special regulations for the carriage of such combustible materials. It seems useless for the Inspecting Officers of the Board of Trade to be repeatedly calling attention to the danger which experience has amply proved to exist, as their representations on this subject might as well never have been made, for any effect they have apparently produced.

The Managers of Railway Companies are perfectly aware of the *unnecessary risks* to which the public travelling on railways are continually subjected from various causes; but whether they lack the will, or do not possess the power, to adopt modes of working which will almost entirely avoid those risks, is only known to themselves and to the Directors of the various railway companies.

I have, &c.,

The Secretary,
Railway Department,
Board of Trade.
W. YOLLAND, Colonel.

A copy of the above report was sent to the company on the 21st June 1869

GREAT NORTHERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 21st April 1869.

SIR,

IN compliance with the instructions contained in your minute of the 17th ult., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 28th February, near Retford station, on the Great Northern Railway.

A goods train, which consisted of an engine and tender, 36 waggons, and a guard's van, arrived at Retford station, from the south, at 5.35 a.m. on the day in question. This train pulled up, with the engine opposite the water crane, to get water. While the engine was being filled with water the guard told the shunter that he had 24 waggons to put off. The train was taken down to the points leading to the sidings (which are situated about 600 yards to the north of Retford station) while the shunter went to see the station inspector in his office, and obtain his sanction for the pilot engine to take the waggons from the Great Northern Railway Company's sidings to the Manchester, Sheffield, and Lincolnshire Railway Company's goods sidings.

When the goods train reached the siding points to the north of Retford station, which lead from the main down line across the up line of rails to the sidings at the east side of the railway, the guard of the goods train raised the up line siding signal, which is at the siding, to "danger."

The shunter came up soon after. The 24 waggons that were to be put in the sidings were detached, and these men commenced to shunt them across the up line into the sidings.

The siding into which the waggons were to be pushed was already partly occupied with waggons, which had to be pushed back to make room for those that were to be put in.

This caused some delay; and before the 24 waggons could be got across to the siding the up express train, which left York at 4.30 a.m., and which is due

to pass Retford about 5.54 a.m., came in sight. The driver of the goods train called out to the shunter to unhook the waggons, so that he might run ahead and clear the up line of rails on which the express was approaching. The guard of the goods train ran forward with his hand lamp to warn the driver of the express, but the hand lamp was not seen soon enough by the driver of the up express. The engine of the express struck the fourth or fifth waggon of the goods train at a speed of about 15 miles per hour. Six or seven of the goods waggons were broken to pieces. The engine and tender of the express train were thrown off the rails, and damaged. The guard's van, next to the engine of the passenger train, had its leading wheels lifted off the rails. None of the passenger carriages were thrown off the rails, but the sides of the carriages were damaged by striking the goods waggons. The passenger train, which consisted of an engine and tender, a guard's van with a guard, two third, one composite, one third, two composites, one third-class carriage, and a break van, with the head guard, coupled in the order given, came to a stand before the last carriage had passed through the goods train. The driver, both guards of the passenger train, and four passengers are returned as having been shaken, but their injuries are believed to be slight. The company's servants had all continued to do duty.

The permanent way was slightly damaged.

Retford station is protected by station and auxiliary signals, which are worked from a signal box, called the Tower, at the south side of the station.

The up auxiliary signal is situated above 1,000 yards to the north of the Tower.

The siding where the accident happened is about 750 yards to the north of the Tower signal box, and about 300 to the south of the up auxiliary signal. The siding signal is worked at the siding.

Babworth, a public level crossing, is about 50 yards to the north of the Retford up auxiliary signal. This level crossing is protected with an up auxiliary signal, which is placed at a considerable distance to

the north of the public level crossing gates. There is a man in charge of these gates, who works this up auxiliary signal.

On the morning in question the signalman at the Tower lowered his signals for the express train. The up auxiliary signal, which is worked from the level crossing gates, was also "all right" for the express to pass.

Neither the signalman at the Tower, nor the man at the level crossing gates, were aware that the goods train was shunting across the up line of rails. The signal light at the siding is reported to have been burning well when the goods train stopped at the siding, and the signal was raised to "danger," but the candle which lights this signal is reported to have been nearly out when the passenger train arrived, and to have gone out immediately afterwards. The glass of the signal is reported also to have been blackened by the smoke from the goods engine.

The driver of the passenger train stated that the level crossing and the Retford signals were all right for him to proceed, and that he could not see the siding signal at all, and did not see the hand lamp which the guard of the goods train held towards him until he had got within 40 or 50 yards of the goods train, when it was impossible for him to stop his train.

The driver of the passenger train should have stopped his train when he found that he could not see the siding signal.

This siding signal is rather low, and being situated about 300 yards inside the Retford up auxiliary

signal, it does not form a prominent object in the road.

The inspector and foreman shunter on duty at Retford station should not have allowed the goods train to shunt at the very time that the up express was due.

Neither of these men appear to have given any attention to the goods train. Harvey, one of the shunters on duty, is to blame for allowing and assisting the shunting of the goods train when he knew that the express was due.

The guard of the goods train stated that he was not aware that the express was due, as he usually works on the loop line; but, as he is furnished with a time table, he should make himself acquainted with the working of all places where he is employed.

It appears that several instances have occurred lately of candles in the signal lamps on the Great Northern Railway having burnt out during high winds. The company have consequently discontinued to employ the maker who has supplied these defective candles.

The Great Northern Railway Company propose to lengthen the siding where the accident happened, and to place the points leading to the siding near the level crossing gates, making the latter a regular signal station by day and by night. This alteration will be a decided improvement.

I have, &c.

F. H. RICH,
Lieut.-Col., R.E.

The Secretary
(*Railway Department*),
Board of Trade.

A copy of the above report was sent to the company on the 23rd April.

GREAT NORTHERN RAILWAY.

Board of Trade,
Railway Department,

SIR,
1, Whitehall, 13th May 1869.

IN compliance with the instructions contained in your minute of the 30th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 16th April at the Grantham junction on the Great Northern Railway.

This junction is about $\frac{3}{4}$ of a mile to the north of the Grantham station, and is situated nearly on the summit of a gradient of 1 in 330 rising from Grantham. There is a curve to the right, with a radius of 133 chains, in approaching the junction from the south, and a curve to the left, with a radius of $10\frac{1}{2}$ chains, from the junction points on the down line to the Nottingham branch. The points and signals are worked from a cabin recently constructed, and opened on the 15th of March last; and the levers are interlocked on the system of Messrs. Saxby and Farmer. The facing points of the junction on the down line worked well, when I visited the spot, laterally, but there was a little movement in them vertically as the trains passed over them.

On the day in question, the train No. 11., due to leave Grantham at 11.35, started punctually for Nottingham, but passed the junction, according to the clerk in the junction cabin, a few minutes late. The signalman turned his distant-signal to danger as the train passed it, and turned his home-signal to danger as the engine passed the cabin. Leaving the lever of the facing points *over*, with the spring-catch in the notch of the segment, so as to be right for the Nottingham branch, he turned to his telegraph instrument, to signal forward to the next telegraph station at Barrowby. Before he could walk across his cabin, he saw, in watching the train, that the third carriage from the engine of this train was off the rails, as it appeared to him, with its leading end. Shortly after-

wards he saw the second carriage from the engine leave the rails, and turn over on its side, about 180 yards from his box. He found his points locked, and precisely in their proper position, after the accident, with the tongue of the point rail close under the standard rail. He did not notice any mark on the point. He first noticed a small piece chipped off the end of the tongue nine days after the accident, and was asked by Westrop, the ganger of the platelayers, whether any one had been knocking it off with a hammer. The train appeared to be passing the junction at a speed of 12 or 14 miles an hour. It was composed of engine and tender, a break-carriage, five other carriages, and a second break-carriage.

The engine-driver considers that his speed was less than 10 miles an hour in approaching the junction. He felt nothing unusual as his engine passed through the junction facing points, but when he had gone about 50 yards beyond them he felt a "tug," which induced him to cross from the right to the left-hand side of his foot plate, and to look back. He then saw that a second-class carriage, third from the engine, was off the rails, with its leading end bearing towards the inside of the curve. He had a little steam "on" in passing the junction, and had opened his regulator rather more when the engine and two carriages had got over the points. On seeing the third carriage off the rails, he shut his steam off, and whistled for the breaks, and he brought his train to a stand as quickly as he could.

The engine and tender remained on the rails. The break-carriage behind the tender had its leading wheels off the rails. The first-class carriage next in order lay on its side on the inside of the curve. The second-class carriage behind it was off the rails, with all its four wheels, and was slightly tilted up on the off side. The composite carriage was off the rails with its four wheels, and was partly down the slope of the embankment on the inside of

the curve. The remaining carriages were all on the rails.

The principal damage occurred to the first-class carriage, of which one horn-plate was twisted partly off and bent, three bolts out of five which secured it having given way. Three axle boxes of this carriage, and the foot boards, steps, handles, and some of the glass windows on one side, were also broken. The second-class carriage had a hole driven through its leading end by the near-side buffer of the first-class carriage in front of it. One of the axles of the composite carriage was bent, the wheels having been found, after the accident, to be $\frac{3}{4}$ -inch out of gauge. There was only one passenger in the first-class carriage which fell on its side, a lady, who was slightly shaken. Three other complaints of injury appear to have been made to the company. The passengers were transferred to the break-carriage behind the tender, and some mounted the engine, and they were thus taken forward to Nottingham.

The engine-driver examined the points after the accident, and found them set for the branch, ten minutes after it occurred. They appeared to fit well, and the only marks he observed,—on the fish-bolts at the heel of the points,—appeared to be from the flange of a wheel-tyre that had mounted the rail on the outside of the curve. There was no mark that he could see, however, to indicate where the wheel had mounted.

The guard, who rode in the break carriage at the tail of the train, felt nothing unusual as his carriage passed through the points, but perceived "a slight jerk of the buffers" when he had gone 20 yards beyond them. He estimates the speed at 7 or 8 miles an hour. Hearing a "quick whistle of the driver," he jumped out of the break-carriage directly, before the train had quite come to a stand. He sent the fireman back to Grantham for assistance, and a workman in the telegraph department to the Gonerby tunnel, $\frac{3}{4}$ of a mile forward, to warn up trains, and then attended to his passengers, without going back to visit the points.

The ganger, Westrop, under whose charge the junction is placed, has three platelayers under him, and overlooks $2\frac{1}{2}$ miles of the permanent way between this junction and the north end of the Peasecliffe tunnel on the main line. He has been for 20 years in the service of the Great Northern Company, and he reached the spot rather more than half an hour after the accident. He states that the east point end was struck by some wheel of a carriage, leaving a mark which he pointed out on the spot, and that the leading connecting rod was bent; and he observed a mark on the key outside of the heel of the same point. He inferred that the wheel of a carriage had been between the point and the standard rail. He states that he showed the mark at the end of the east tongue to Mr. Walker, Mr. Symons, and Mr. Allen, three officers of the company, the same afternoon.

Mr. Allen did not, however, notice any mark at the end of the tongue, and does not remember its having been shown to him. Mr. Symons states that he remembers on the day of the accident examining the points at the Nottingham junction with the platelayers and other men, but he does not know the name of any one of the platelayers. The points were in perfect order, and the extreme point of the switch tongue was not in any way broken or chipped. Mr. Symons states further that the switches were closely scrutinized, and he is therefore the more certain they were not in any way broken when examined on April 16th, a short time after the accident. The accident happened about 11.40 a.m., and this close examination was made at about 1 p.m. the same day. Mr. Symons says also that no platelayer or any other person pointed out to him any fracture or flaw, nor was any remark made by any one as to the existence of any fracture or flaw in the switch tongue. In fact it was contended by the permanent-way people at that time that the road was perfect,

and Mr. Symons was unable to detect anything to the contrary.

Mr. Walker states that he went to the points immediately after the accident happened, and examined them very closely, and he is certain they were in good order. Mr. Walker examined them subsequently on the same day, and is certain the switch point was not broken at that time. No reference was made to this by the platelayers, nor was it pointed out. Mr. Symons and Mr. Walker had not even heard that the switch tongue was injured.

Mr. Johnson states that when he was there with Mr. Cockshott the points were closely examined, and worked several times, and he is certain that at that time the tongue of the points was not broken, nor was there any mark of the points having been struck by the wheel of the carriage. The points were, in fact, sharp and in excellent order.

A platelayer of the name of Woolley was working within 100 yards on the south of the junction, and witnessed the accident. He went at once to the junction, and found the points set, he thinks, for the main line. He asked the signalman to work them, and found them working well and fitting closely. He found the leading (north) connecting rod slightly bent, and noticed a mark on the end of the right hand switch-tongue, as if there had been a wheel on it. There was a small portion flattened down, but still attached to the end of the tongue, and the piece so flattened down, fell off, he states, about 2 o'clock the same day, and the point then remained, according to his account, as it now stands. He is certain that no other portion has since come off the point.

Mr. Kirk, the inspector of the permanent way for $20\frac{1}{2}$ miles between Corby and Newark, visited the junction 20 minutes after the accident. He at once examined the points, and found them shut against the branch. He asked the signalman to work them, and they seemed to work pretty well. The right point did not, however, close perfectly, and the north connecting rod was strained, so as to be about $\frac{3}{4}$ of an inch out of line. When the signalman opened the points, he found that there was a bit off the end of the east tongue. On the third day after the accident he again visited the junction, and he then found a second piece broken off the end of the same tongue. He noticed no other marks, excepting where the flange of a wheel had touched the chairs at the heel of the tongue. The whole junction was lifted on the 3rd May under his instructions, and 22 waggons of cinder ballast were added there on that and another day subsequently.

Mr. George Yarrow, an inspector in the locomotive department at Peterborough, was riding in the leading compartment of the second-class carriage, third behind the tender. He estimates the speed at 9 or 10 miles an hour in passing the junction. Feeling a jump in his carriage, he thought it was off the rails, with its leading end first to the right and afterwards to the left. He looked out on the left side, and saw that no other carriage was then off the line. Shortly afterwards, he found the buffer of the first-class carriage forcing its way through the end of his carriage, and the train came to a stand. He assisted the passengers, and went back in 5 or 10 minutes to examine the points. He could find nothing wrong with them. He felt the end of the east tongue with his finger, and could only perceive a little bulge. There was nothing then broken off it. He is certain "that it was not then in the state in which it now is." The only marks which he saw close to the junction were in the chairs, outside of the east branch rail, and north of the east tongue.

On visiting the spot, I found the branch rails $\frac{3}{4}$ of an inch and the main line rails $\frac{1}{4}$ of an inch tight in gauge, and the outer rail of the curve $\frac{1}{4}$ of an inch low near the heel of the switch, the super-elevation having been arranged with reference to the slight curve of the main line, and having been therefore in

the wrong direction for the sharp curve on the branch. The flanges of the tyres on a pair of wheels which were shown to me as having been under the carriage which first left the rails were much worn, and the tyres were reduced in thickness to a dimension which renders them unfit for further work.

It having been considered, at the time of the accident, that the giving way of the hornplate (which was not stayed) of the third carriage, or something connected with the rolling stock, was the cause of the accident, and the points having been found to work well, the relative levels of the rails were not tested; and the junction having been lifted and ballasted since the accident, it is impossible to ascertain now what was the actual condition of the rails as regards super elevation on the curves; but, having regard to the evidence of the officers of the company, to the condition in which I found the branch curve, to the marks which were pointed out to me as having been

visible immediately after the accident, and to the nature of the accident, I have no doubt, in my own mind, that it was caused by the condition of the permanent way. I see every reason to disbelieve the evidence of the platelayers, as to damage to the end of the tongue, which would tend to show that the wheel of some vehicle had struck it, and that therefore the points were partly open when the train approached them or passed through them,—and to come to the conclusion that as the train passed through the junction, a wheel of the third carriage, travelling from the slight curve to the right to the sharp curve to the left, above referred to, on the branch, mounted a low joint at the heel of the switch on the outside of the branch curve, and thus occasioned the accident.

I have, &c.

H. W. TYLER.

*The Secretary,
Board of Trade,
Railway Department.*

A copy of the above report was sent to the company on the 26th May 1869.

LANCASHIRE AND YORKSHIRE RAILWAY.

SIR,

Clonmell, 12th April 1869.

IN compliance with the instructions contained in your minute of the 16th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my enquiry into the circumstances which attended the accident that occurred on Sunday the 7th March last, at Todmorden junction, on the Lancashire and Yorkshire Railway.

Three persons are reported to have complained of being hurt.

The mail train which is due to leave Manchester at 10.15 a.m. started four minutes late on the day in question.

It arrived at Todmorden station at 11.26 a.m. (13 minutes late). The train consisted of an engine and tender, four third-class, one composite, two second-class, one first-class, a van with a guard, two horse boxes, one third-class, two second-class, a first-class carriage, and a van with the head guard of the train.

The coaches were coupled in the order above given. Before the train left Todmorden station the driver was cautioned by a platelayer, who was acting as a flagman, to run carefully through the Todmorden junction, which is at the east end of Todmorden station, where the Burnley branch joins the main line.

A gang of platelayers were engaged in renewing the points, rails, and crossings at this junction. The proposed renewals had been made on the line on which the mail train was travelling, but the points had not been connected with the signalman's box, and the connecting rods between the points had not been put in. At the time that the mail train passed through the junction the points were held in their places by spikes and a block, and the sleepers had not been boxed up.

The engine, tender, and three leading vehicles passed safely through the points at a speed of about five or six miles per hour. The engine driver then put on steam, and several vehicles left the rails. The driver felt the jerk, and stopped the train at once.

A copy of the above report was sent to the company on the 14th April 1869.

LANCASHIRE AND YORKSHIRE RAILWAY.

Dublin,

6th April 1869.

SIR,

IN compliance with the instructions contained in your minute of the 31st ult., I have the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my

When it came to a stand the hind wheels of the fourth coach were found to be off the rails. The fifth carriage was off the rails, and partly over on its side, leaning against the signal post. The sixth carriage was also off the rails, standing across the Burnley branch. These carriages were detached from the engine and from the hind part of the train. The eight vehicles that came next were also off the rails. The two last vehicles had passed safely through the points, and remained on the line of rails that the mail train was travelling on. The whole of the witnesses that were examined by me stated, that the points were found fixed in their proper places after the accident, and that they could perceive no defect in the permanent way to account for the accident, or define the place where the coaches got off. Judging from the evidence, the carriages appear to have gone off at the second rail joint from the heel of the point rail. Some defect in this joint, assisted by the jerk given to the train when the driver put on steam, probably caused the accident. The carriages were examined by the foreman of the carriage department after the accident. The leading axle of the sixth carriage of the train was found to be bent in the centre, so that the wheels were about $\frac{3}{4}$ -inch out of gauge. This carriage could not travel to the shop without replacing the bent axle with a good one. I conclude, therefore, that the axle must have been bent by this coach getting off the rails. The ends and the break gear of two carriages were damaged. The train had been examined before leaving Manchester, and everything appeared to be right.

The gauge of the wheels, except in the case above mentioned, the springs of all the carriages, and the flanges of all the wheels are reported to have been found in good order after the accident.

I have, &c.

F. H. RICH,
Lieut.-Col. R.E.

*The Secretary,
(Railway Department),
Board of Trade.*

inquiry into the circumstances which attended the collision that occurred on the 17th March 1869 in the tunnel next to Lockwood station on the Lancashire and Yorkshire Railway.

One passenger was cut in the head, a second passenger was shaken, and the guard of the passenger

train was knocked down and stunned; but the injuries are believed to be slight.

On the day in question a goods train, which consisted of an engine and tender, 23 waggons, and a break van with a guard, left Huddersfield for Penistone 20 minutes behind its proper time, viz., 12.10 p.m. Three more waggons were taken on at Springwood junction, and the train proceeded to Lockwood. When this goods train arrived at the Lockwood auxiliary the signal was at danger. The driver took the goods train carefully forward to the station, and was stopped at the west end of Lockwood station, as some waggons were being shunted across the line at that station.

There is a straight tunnel 200 yards long at the west end of Lockwood station. The engine of the goods train had cleared the tunnel, but the van at the tail of the goods train was about 40 or 50 yards from the west end of the tunnel. This goods train arrived at the west end of Lockwood station at 12.30 p.m.

The passenger train from Huddersfield to Holmfirth was due at Lockwood at 12.27 p.m.

This train consisted of an engine and tender, two seconds, one first, and a second class carriage, with a break compartment and a guard. It left Huddersfield three minutes late, viz., 12.23 p.m. All four carriages of this train were fitted with Fay's continuous breaks. The driver of the passenger train stated that he was detained at Huddersfield for a waggon of cattle, which was attached to his train, and was to be taken on by the Penistone goods train when the latter was overtaken.

As the passenger train passed Springwood, the driver received a caution from the signalman on duty that a train was close in front of him.

The Lockwood auxiliary signal was at danger as the passenger train approached, and was not taken off when the driver of the train whistled for it to be lowered.

The driver of the passenger train appears to have slackened the speed of his train to six or eight miles per hour as he passed the Lockwood auxiliary signal, which is about 300 yards from the west end of the Lockwood tunnel. As he approached the tunnel mouth he found that the tunnel was full of smoke and steam, nevertheless he held on at a speed of six or eight miles an hour, and ran into the goods train, which was about 40 or 50 yards within the tunnel.

None of the vehicles of the passenger train are reported to have been thrown off the rails, but the engine of this train was damaged. The guard's van

of the goods train was broken into, and forced on to the waggon next in front of it, which was also damaged.

The goods train had come to a stand one or two minutes before the passenger train ran into it. Two guards and two men belonging to the Huddersfield goods department were travelling in the van of the goods train. They had fortunately got out before the collision occurred. The assistant guard of the goods train was going back to stop the passenger train when he heard it approaching, but he had only got a few yards from his train when the collision took place. This accident was caused by the driver and guard of the passenger train disregarding the signals. The regulations of the Lancashire and Yorkshire Railway Company direct that "station-masters or inspectors are personally to be on the look-out 15 minutes before a passenger train is due," and, further, that the lines should be kept clear for passenger trains ten minutes before they are due. This accident, though fortunately unattended with disastrous results, proves how completely the rules of railway companies are set at defiance by their servants, or construed by their servants as mere forms that do not deserve the least attention.

The passenger train was detained to put on a cattle truck, and started from Huddersfield three minutes behind its time, with the object of overtaking the Penistone goods train. The Penistone goods train had been despatched from Huddersfield exactly ten minutes before the passenger train was due, to start on the same line of rails. The station-master at Lockwood was in his office, and was allowing shunting to go on at his station three minutes after the passenger train was due to arrive there, instead of looking out 15 minutes, and having the line clear 10 minutes before it was due to arrive.

The driver and guard of the passenger train allowed their train to run on, although both of them observed the Lockwood auxiliary signal to be at danger.

I recommend that Lockwood be provided with station as well as auxiliary signals, and that the station signal for the line from Huddersfield be worked with a repeating signal placed at the west end of the tunnel.

I have, &c.

F. H. RICH,
Lieut.-Col. Royal
Engineers.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 9th April.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 4th May 1869.*

SIR,

In compliance with the instructions contained in your minute of the 13th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending the collision between a passenger train and an engine which occurred near Bedford Leigh station on the Tyldesley and Kenyon branch of the London and North-Western Railway on the 30th March last.

One passenger is returned as having been slightly shaken by the collision.

As the 8.12 p.m. passenger train from Tyldesley to Kenyon junction was running between Tyldesley and Bedford Leigh stations, at a speed of from 15 to 20 miles an hour, on 30th March, the off coupling rod of the engine broke; the train was at once pulled up, without any further damage than the breaking of the near coupling rod, about three quarters of a mile short

of Bedford Leigh Station, and half a mile short of a goods-yard junction signal box, there being cross-over roads between the up and down lines both at the station and signal box. The guard (Evitts) went back towards Tyldesley, to protect his train with fog signals, and the passengers alighted, and walked to Bedford Leigh station with one of the station porters who had gone to the spot on seeing that the train had broken down. On hearing from the porter what had occurred Mr. Leatherbarrow, station master at Bedford Leigh for 4½ years and previously for 18 years at Leigh, sent the following telegram at 8.32 p.m. to Mr. Kniveton, station master at Tyldesley:—"Engine broken down near Bedford Leigh signal box; send goods engine at once." A goods train from Manchester having arrived at 9.10, Kniveton took its engine, and started with it at once for Bedford Leigh, not knowing on which line the obstruction had occurred. About 1000 yards from the train he ran over the fog signals left by guard Evitts, and picked up Evitts himself 500 yards further on, as

he was again returning towards the fog signals, to wait by them for the engine from Tyldesley. On reaching the train, a Bedford Leigh porter (Hindley) told Kniveton, Evitts, and the driver of the goods engine, that Leatherbarrow's instructions were that the goods engine was to take the now empty carriages back on the wrong road to Tyldesley. Upon their objecting to do this without receiving a written authority from Leatherbarrow, guard Evitts went back to Bedford Leigh to obtain it, while porter Hindley went towards Tyldesley to put down fresh fog signals, and (according to Kniveton's evidence) to warn the junction signalman at Tyldesley, to allow nothing to pass on to the down road. On Evitts returning with the following memorandum—

“ Bedford Leigh,
March 30, 1869.

“ I, Henry Leatherbarrow, do give permission for engine No. 1578 to go on the wrong line of rails, on account of the proper line of rails being blocked up.

(Signed) H. LEATHERBARROW.”

the train returned on the wrong road towards Tyldesley, picking up porter Hindley, who had got no further than some 800 or 1000 yards from the break down, and then proceeding the remaining distance without, so far as I could gather, any precaution having been taken to ensure no train being dispatched from Tyldesley to meet it. Upon reaching Tyldesley, the station master Kniveton gave the junction signalman there an order to allow no engine or train to go to Bedford Leigh, except with the pilotman's (regarding porter Hindley as such) permission, as, in consequence of the down line being blocked, all traffic would have to be worked on the up line. As another goods train was now about due from Bolton, Kniveton determined to wait for its engine to take the empty carriages back to Bedford Leigh, and sent back the engine of the Manchester goods train to its own work. The Bolton train, however, was late in arriving, and by the time its engine had been attached to the empty carriages the 10 o'clock train from Liverpool was nearly due at Tyldesley. Some altercation then took place between Kniveton and Hindley, the latter stating that Kniveton wished him at once to take the train back to Bedford Leigh, which he declined to do unless some information was first obtained as to the movements of the Liverpool train. While this was being telegraphed for, the Liverpool train arrived, a collision between it and the empty train having been (if Hindley's statement is to be relied on) very nearly brought about. As it was now within a short time of the arrival of the 11 p.m. train from Manchester to Liverpool, Kniveton made up his mind not to send back the empty train at all, but to let the former take on its passengers from Bedford Leigh. Some telegrams then passed between the two stations with reference to the wrong road being used for this train, the last message from Bedford Leigh having been received at 11.15 p.m., stating that all was right for it to travel on the wrong line. It accordingly started about 11.35 on the wrong or up road, with Hindley as pilotman, consisting of engine and tender and eight vehicles, including a break van with a guard at the tail of the train. All went right till within about 1000 yards of the goods yard junction before referred to, when the driver caught sight of a white light, which he at first took for a hand lamp on the ground. He whistled, but the lamp remained stationary, and he only perceived that it belonged to an obstruction in the road when within less than 50 yards of it. The pace, which is said to have been not more than 10 miles an hour, was immediately reduced as much as possible, and the collision took place, the obstruction turning out to be the disabled engine. It appears that its driver and fireman having succeeded in removing the broken coupling rods, and in enabling their engine to move, had some conversation with the signalman at the goods-yard junction as to how they should proceed, and the signalman decided that as the down train from Man-

chester was nearly due the driver had better take his engine to the crossing at the goods yard, there back it on to the up line, and return to Tyldesley on his right road, which he concluded he might do, as the 10 o'clock train from Liverpool had passed without a pilotman. The disabled engine was accordingly backed through the crossing, and proceeded on the up line as far as the scene of the breakdown, where the driver stopped to pick up the broken rods, and after standing there two or three minutes was run into by the Manchester train. His fireman had turned the jet on, and was coaling, so that the noise of the approaching train was not heard till it was only some 30 or 40 yards off, giving the fireman just time to jump off. This engine was moved back 20 or 30 yards, and had her buffer plank broken. In the engine drawing the passenger train the buffer plank was broken, and the front ends of the frame a little bent. Nothing was thrown off the road, and after a detention of about half an hour this engine was able to take on its train to Liverpool.

The cause of this accident, and of the near occurrence of another which would probably have been a more serious one, was the complete disregard on the part of the Bedford Leigh station master of the regulations of the company as to the course to be followed when one line of rails is blocked by an accident.

Rule No. 123 is very clear as to the course to be pursued under circumstances similar to the present. It states that “ in case of any accident blocking one of the lines of railway, and the necessitating the passing of all up and down trains upon a single line, it becomes the duty of the station master nearest to the place of obstruction to take immediate steps for carrying on the traffic on the one line, by despatching messengers with written communications to the persons in charge of the nearest points at which both lines are open, advising them of the obstruction, and appointing in writing some one responsible person to conduct all the trains over the single line in the way laid down in previous rules; but under no circumstances must any train move in the wrong direction until the station master is satisfied, either by telegraph reply (once repeated, to insure its being correctly understood), or by the return of the messenger with a written reply that the arrangements upon the single line are understood at both ends.” It is difficult to understand the complete disregard of all the provisions of this rule by Mr. Leatherbarrow, who has been a station master for more than 22 years. He had no communication at all with the signalman under his own orders at the goods-yard junction, which was practically one end of the single line working, and was quite ignorant as to whether the signalman at Tyldesley (the other end of it) had received any instructions as to his conduct; he made no written appointment of a pilotman, but merely gave some verbal instructions to Hindley to act as such with the empty train; and the only written instructions he did give might have been the cause of a serious collision, when the empty train was returning on the wrong line to Tyldesley. Station master Kniveton is also much to blame for taking no means to supply station master Leatherbarrow's omissions, and for despatching a train on the wrong road when he knew that the provisions of rule No. 123 had not been complied with.

The driver of the disabled engine and the signalman at the goods-yard junction were, I think, wrong in acting as they did without express orders from the Bedford Leigh station master.

Considering the great neglect of duty evinced by the two station masters, particularly by Mr. Leatherbarrow, I was much surprised to learn that the punishment awarded to each was only a fine of £2.

I have, &c.

C. S. HUTCHINSON,
The Secretary, Lieut.-Col. R.E.
Board of Trade,
Railway Department.

A copy of the above report was sent to the company on the 29th May.

LONDON AND NORTH-WESTERN RAILWAY.

Leamington, 4th June, 1869.

SIR,

IN compliance with the instructions contained in your minute of the 27th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 19th ultimo at the Avenue station at Leamington, on the London and North-Western Railway.

There are two trains due at the Avenue station at 3.15 p.m.—a train leaving Birmingham at 1.40 p.m., which is ordinarily taken, after discharging its passengers, empty to Milverton, another Leamington station, a mile distant from the Avenue station; and a second train, which comes empty from Milverton, leaving that station at 3.0 p.m., and which, after taking up passengers at the Avenue station, proceeds at 3.15 for Birmingham.

On the 19th ultimo, these two trains reached the Avenue station at their proper time, and they stood, as usual, at the same time—3.15 p.m.—at their respective platforms, and opposite to each other, the one taking in and the other discharging its passengers. The engine of the train from Birmingham is usually detached, and sent forward, for the purpose of crossing from the up to the down line, by a cross-over road on the east of the station, 35 yards from where it stands, and of thus getting round its train, to take it back, when empty, to Milverton.

The engine driver of this train from Birmingham proceeded, pursuant to this usual practice, along the cross-over road, from the up line, and brought his engine to a stand on the down line, about 90 yards from the tail of the train which was standing on that line; and in the meantime the engine of the down train was, contrary to the ordinary practice, uncoupled from it, and was sent forward to cross over from the down to the up line, in order to fetch the carriages which had arrived from Birmingham, to take them back over a cross-over road on the west of the station, and to attach them in front of the train which that engine was about to take to Birmingham.

The station-master had received orders in the course of the morning, which obliged him to depart from the usual practice. He was instructed to send back this particular train to Birmingham, for supervision and repair, in place of sending it to Milverton, and he had received from Birmingham another train which was to work in its place.

The engine-driver who had brought this train from Birmingham crossed from the up to the down line under the impression that he was intended to take the empty train from the up line to Milverton according to his usual practice, and was not aware that the engine-driver on the down line would be sent forward without his train for the purpose of fetching the empty train from the up line, to be attached to the train on the down line, previously to its departure for Birmingham. This engine-driver from Birmingham started along the down line from a point, as already explained, about 90 yards from the tail of the train for Birmingham, and was about to apply his break, after shutting off his steam, so as to stop short of the train for Birmingham, when he heard a whistle from the engine of that train, and saw steam proceeding from it.

He then naturally concluded that it was starting with its train for Birmingham; and instead of applying his break, he turned the handle in the opposite direction, for the purpose, as he thought, of following

that train along the down line, and of thus getting round, and to the west end of his own train. At this moment it was raining heavily, and the engine-driver from Birmingham, after taking off his break, turned round to his box to get out his great coat, and he was thus prevented from observing that the train which he expected to follow through the station on the down line, was standing still, in place of moving forward as he expected; and his fireman, who had left him on his arrival at the station, after uncoupling the engine, to “fetch the guard’s statement,” as was his usual duty, was waiting on the up platform to re-attach the engine as soon as it got round to the other end of the train. When he found out his mistake, on hearing shouts from the pointsman on duty, and on looking round, it was too late to stop his engine. He was unable to reach his break-handle in time to avoid a collision. His engine struck a horse-box at the tail of the down train with considerable force; and though no damage was done to the rolling stock, a number of passengers appear to have been bruised or shaken.

The down train was composed of an engine and tender, a composite carriage, a second, a first, and a third class (break) carriage, with a horse-box behind them. It contained about 60 passengers, all of whom, no doubt, felt the shock more or less, and of whom 8 have complained of injury.

The pointsman on duty turned the engine from Birmingham (through a pair of facing points) from the up line to the cross-over road, but the points (also facing) from the cross-over road to the down line are self acting, and as soon as the engine passed them, they fell back at once, so as to be right for the down line; and the engine driver had only to set back his engine and pass through them. The pointsman shouted to him to “hold on,” when he was about halfway between the points and the horse-box, and saw him at that time on the top of his tank.

The engine-driver of the train from Birmingham states that he heard the pointsman shout as he was stepping up on the tank to get his coat, that he immediately jumped down again, and that he could have stopped his engine in about 10 yards, but could only just reach the break-handle before the collision occurred.

The storm of rain and hail which induced him to run to his box for his great coat appears at the moment to have been very severe. I am informed that he bears the character of a careful, steady man. The accident was evidently caused by an oversight on his part, during an incidental departure from the ordinary practice of working the trains, and during the heavy and sudden storm referred to. But it would appear to be better that the practice should in future be adopted of not allowing an engine to cross over to the down line, for the purpose of getting round a train on the up line, unless the up line be clear for the purpose.

And I would take the opportunity of recommending that an alteration be made in the cross-over road on the east of the station. The points at the ends of it are at present *facing* points in both directions, and are therefore an unnecessary source of risk. They may, by reversing the cross over road, be made *leading* points in both directions, and such risk may then be avoided.

I have, &c.

The Secretary, H. W. TYLER.
Board of Trade,
Railway Department.

A copy of the above report was sent to the company on the 16th June 1869.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 11th June 1869.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 24th ult., the result of my inquiry into the circumstances which attended a collision that occurred on the 21st ult. between a passenger train and an engine which was following a coke train, on the Heaton Norris and Guide Bridge branch of the London and North-Western Railway near Heaton Norris Junction, on which occasion nine passengers are returned as having been slightly injured, and the engine driver of the passenger train stumbled and fell off the engine, and was also slightly hurt.

A light engine followed a coke train (7h. 5m. a.m. from Leeds) after leaving Guide Bridge station, keeping at a distance of from 10 to 20 yards behind the coke train, past Denton and Reddish stations. The coke train followed a coal train, after an interval of five minutes at Reddish station, and the light engine continued to follow the coke train towards Heaton Norris Junction at slow speed, but at a rate which is said never to have been less than four or five according to the driver, or five or six miles an hour according to the fireman, until it was overtaken and run into by the 10h. 25m. a.m. passenger train from Staley Bridge to Stockport, and was propelled forward, and brought into collision with the coke train in front, which was preparing to stop, as the Heaton Norris Junction distant signal was on at danger, and there was also the coal train immediately in front. A coke waggon and the break van of the coke train were slightly damaged; the light engine, which was running tender foremost, had the buffer planks of both engine and tender broken, the buffers knocked off, and the buffer lamps also broken. The buffer beam of the passenger train engine, which was also running tender first, was cracked and the buffers were knocked off, and a 3rd-class carriage was damaged. The collision is said to have taken place about 10h. 55m. a.m.

The light engine is said, by the station-master, to have passed Reddish at 10h. 50m., and to have been followed by the passenger train which arrived at 10h. 53m. and left at 10h. 53½m.; the guard of the train said it was about 10h. 50m., but the company's regulations do not apparently require the guards to enter the time in their memorandum books at which their trains arrive and depart from some of the stations.

The company's regulation for working the traffic at intermediate stations where the telegraph is not employed is as follows:—

"23. After a train or engine has left or passed through an intermediate station, the RED SIGNAL will be shown for FIVE MINUTES upon the main post at the station; but if a train arrives within this interval, the driver may be authorized by the signalman to proceed, after intimating to him the description of the preceding train, and the time which has elapsed since it has passed."

There is very contradictory evidence with respect to the starting of this passenger train from Reddish station. The driver states that "he left Reddish by a signal from the station-master who was on the platform, by his putting his hand out, but he did not receive any caution from him as to any thing being ahead." Subsequently he added, that they were not a minute at Reddish, that the guard did not give him any signal that morning, that he could not say whether the guard was in his van or out of it, nor whether any passenger got in or out of the train at Reddish." The fireman did not know who gave the signal for the train to start.

The guard says "the station-master gave the

"driver the signal to start by his left hand, but he could not say whether he spoke to the station-master or not; that he did not give any caution; that they were from half to one minute at Reddish, but not more than one minute; that he could not say how many passengers got in or out at the station; that he saw the station-master with his arm up, and he admits having his own hand up when the train was just moving." He says "he asked the driver after the collision had occurred who gave him the signal to start, and he answered that the station-master had done so. He added that the station-master had remarked that they were starting very quick after the lady got out, and he thinks the station-master was assisting some one out of a carriage."

The station-master says "that the guard gave the signal for the train to leave, but that he had no right to start the passenger train until he gave him a signal to do so; that he did not give either the guard or the driver any signal; that it is his duty to tell the driver what train is ahead, but he did not do so on this occasion, as the guard started the train too soon, as the passengers had not all alighted, and there was one getting out of the train, a lady, to whom he was attending, when the train was put in motion, and he was thus prevented from going to the driver and telling him about the engine ahead."

From the manner in which the respective statements were given, I am induced to think the station-master's version of what happened at Reddish is correct, and that the train was improperly started when he had not authorized it to do so, in accordance with the regulations.

The driver of the passenger train, which consisted of engine and tender, five carriages, and a break van at the tail of the train, further says, "that he shut off the steam about 200 yards on the Heaton Norris side of the canal bridge," which is about 1¼ mile from the junction, and before "he could see the Heaton Norris Junction distant signal," placed about 660 yards from the junction, "he saw an empty engine in front of him, as he was passing round a curve, and looking out for the distant signal; that he was not running more than 10 or 12 miles an hour when he first saw the engine, and was quite prepared to stop at the distant signal; that he opened the whistle for the guard's break" (the guard denies hearing the whistle for the breaks), "and pushed the lever over, and reversed the engine, and turned the steam on, but the lever slipped out of the notch and flew back, and he then put it forward again, and it then stayed in the notch. He does not think they were running more than four miles an hour when they struck the light engine; the fireman names 9 or 10, and the guard 8 or 9 miles an hour."

The collision took place about 180 yards outside of the distant signal, and as the light engine could be seen from the engine of the passenger train at a distance of about a quarter of a mile from the spot where the collision took place, I have no doubt that it was caused by the carelessness of the driver and fireman of the passenger train, in not keeping a proper look-out ahead, and in not taking prompt measures for reducing the speed at which they were running, evidently greatly understated by the driver, when they perceived the light engine.

This collision could not have occurred if the traffic had been worked with the assistance of the electric telegraph on the block system, by which an interval of space between following trains is preserved; and it is highly probable that it would not have happened even if the usual interval of time (five minutes) had been maintained at Reddish station. But the com-

pany's recent regulations have abandoned the attempt to maintain an interval of time between following trains, according to the rule 23 which I have recited, and they have not substituted an interval of space for the interval of time.

I am bound to say that I consider the mode in which the traffic is conducted is very objectionable

and dangerous, but the Board of Trade have no authority to interfere.

I have, &c.

W. YOLLAND,
Colonel.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 28th June.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

SIR,

Whitehall, 5th April 1869.

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 19th ult., the result of my inquiry into the circumstances which attended a collision that occurred on the 12th ult. between a passenger train and an engine at the Victoria station of the London, Brighton, and South Coast Railway, on which occasion one passenger was very seriously injured, having had his skull fractured; a second was much shaken; and the guard of the passenger train had his thigh broken.

It is hoped that no fatal results may ensue.

It appears that a passenger train from Croydon ran into the north side of the Victoria station about 3.30 p.m. on No. 3 line, and as soon as it had stopped the engine was uncoupled, ran ahead to the end of the station, and then shunted back into what is called the middle road or No. 4 line, and stopped, waiting for a signal from the Eccleston Road signal box for permission to go out to No. 1 line, crossing in the act of doing so Nos. 3 and 2 lines, for the purpose of backing on to a line leading to the turntable, where the engine was to be turned prior to its leaving for its next trip at 4.11 p.m.

The engine driver and fireman who brought this train into the station and on to No. 4 line were relieved at 3.37 p.m. by another engine driver and fireman, but they had not quitted the engine when the signal was given for this engine to go to the turntable, two or three minutes after the relief had taken place.

The engine had been standing on No. 4 line, about 30 yards east of the Eccleston Road signal box, 130 yards east of the points on No. 1 line, leading back to the turntable, and 230 yards east of the junction signal box (hole in the wall), at the entrance of the station yard. The junction signalman works a low disc signal that controls the coming out of trains from the station on No. 1 line, and this low disc signal is about 30 yards west of the points leading to the turntable, and only seven yards east of the point where an engine standing on No. 1 line would foul a train running into the station for No. 5 line, or that next to the north of the cab stand platform. This low disc signal, when at danger, should not, therefore, be passed by any engine coming out from the station on No. 1 line, when requiring to go to the turntable, or it may run so far forward as to interfere with another train entering the station by No. 5 line; and this is precisely what did happen on the afternoon of the 12th ult.

The driver of the engine, who had just taken charge of it from the other driver, put it in motion when he got the signal from the Eccleston Road signal box, and did not stop his engine until it had run past the low disc signal, and had run so far beyond it as just to foul the road leading to No. 5 line, at the moment when the 3.5 p.m. train from Sutton was entering the station about 3.42 p.m. It is not quite certain that the light engine had actually stopped when the collision occurred, but as it was travelling tender first, the tender came in contact with the end of the buffer beam of the Sutton train engine, breaking off a corner of it, then in contact with a horse box which was next to the

engine, and subsequently damaged two of the steps of a passenger carriage.

The Sutton train consisted of a tank engine, running with the wrong end in front, a horse box, containing two race horses and two persons riding in it, a third-class carriage, with a break in the leading compartment, two first-class, one second, and one third-class carriage, making six vehicles altogether without the engine.

The Sutton train was entering the station, it is said, at the usual speed of about 10 miles an hour, and when the tender came in contact with the horse box, it tilted it over or damaged it in some way, so that as it was passing the Eccleston Road signal box, 107 yards further east, it came against it, was shattered to pieces, breaking in the end of the signal box, and some of the broken fragments of the body of the horse box were carried against the leading compartment of the third-class carriage in which the guard was riding, smashed it in, and seriously injured the guard. The two passengers who were riding in the horse box were both injured, and when the train stopped at the platform they had been thrown or had jumped out. The horses had their hind legs on the ballast and their fore legs on the floor of the horse box, between it and the break carriage, and both had received several cuts, but it is surprising that they were not more hurt.

The driver of the light engine, Charles Barber, accounts for having run too far ahead, by saying that he had been asking the other driver whether the engine was all right, and was looking into the fire; but the real facts connected with this man were, that he came into the station by a train from Battersea at 3.37 p.m., and immediately jumped on the light engine, whereas he should have been at the station at 3.30 p.m., when the train from Croydon was due; and if he had been there he would have had plenty of time to have made all the inquiries which are usual and necessary when one engine driver relieves another, before the light engine was signalled to leave No. 4 line. The collision was entirely due to a want of care on *this* man's part in allowing the engine to run a few yards too far ahead, and I do not see that any other person is to blame. I understand he has been 25 years in the company's service, 12 years as a driver, is well spoken of, and had only just received a premium for good conduct during the previous three months.

He committed a mistake on this occasion, which the best men may occasionally do, without any evil consequences resulting from it; but I do not consider his conduct so blameable as that of a driver who runs past a danger signal at high speed.

But the trains into Victoria station are so numerous, and the practice which has been adopted of using most of the lines for incoming and outgoing trains, renders the spot where the collision occurred a very dangerous one, owing to a sharp curve in the line that materially limits the view from the west, and if it were not for the manner in which the two signalmen are controlled by the interlocking of points and signals in the respective signal boxes, collisions would probably occur every week, if not oftener.

This collision would not have taken place if there had been a pair of facing points leading into a blind siding immediately beyond the points leading to the turntable, and locked, open to the blind siding by the low disc signal when at "danger," and although the introduction of such a siding will not remove the dangers which attend shunting on No. 1 line when trains are entering the station, it will prevent a collision with any trains proceeding to or from No. 5 line; and I recommend that it may be constructed. The signal

box at Ecclestone Road bridge is about 3 ft. 10 in. from the rails, and as the width of the horse boxes do not apparently exceed eight feet, the horse box could not have come in contact with the signal box, if it had not previously been shifted on its frame by the collision with the tender of the light engine.

I have, &c.

The Secretary
(*Railway Department*),
Board of Trade.

W. YOLLAND,
Colonel.

A copy of the above report was sent to the company on the 8th April 1869.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

Board of Trade,
(*Railway Department*),

SIR, *Whitehall, S.W., 3rd May 1869.*

IN compliance with the instructions contained in your minute of the 13th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into a collision which occurred at the Victoria, Sheffield, station of the Manchester, Sheffield, and Lincolnshire Railway on the 1st ultimo, from an express train from London running into an engine and train of empty carriages standing in a siding.

Eight passengers, the driver and head guard of the express train, and the fireman of the engine of the empty train, are returned as having been bruised, shaken, or slightly injured.

The Victoria station is one-sided, all through trains arriving at and departing from the same platform. At each end of the station there are signalmen stationed in raised signal boxes, for regulating the arrival and departure of all trains. At the east end of the station, about 70 yards west of the signal box, is a pair of facing points leading from the down line to a siding or dock from which local trains are started. The signals and points worked from the signal boxes are not interlocked; the points leading to the dock are worked by a lever in the six-feet, and are heavily weighted to lie right for the main line, being held over to admit of anything entering the siding; it has not been customary to have them held when being passed over by main-line trains.

At about 1.45 p.m. on the 1st ultimo, a local train arrived from the west, and after discharging its passengers, proceeded along the line upon which trains arrive from the east, until its tail had cleared the points leading to the dock. These points were then held open by a porter named Hanson, and the train was backed into the dock ready to start for Rotherham at 2.30 p.m. Hanson states that, as soon as the tender of the engine (which had been running tender first) had passed him, he let the point lever go, and that the points fell back into their proper place; from the form of the lever it was almost a necessity for him to have had his face towards the points as he held it, so that he would have been likely to observe had they not closed properly after being let go. On leaving the points, Hanson returned to the platform to prepare for the arrival of the London express, which was now almost due.

This train left Retford for Sheffield and Manchester, consisting of engine and tender, front break van with guard, four composite carriages, and rear break van with guard. The signals were all right for it to enter Sheffield station, and it had reached the dock points (about 150 yards from the spot at which the engine would have to stop), running at a pace stated to be about eight or nine miles an hour, when the driver felt his engine give a twist, and at once knew he was on the wrong road; he had just time to reverse, when his engine struck the tender of that of the empty train in the dock, which

tender was standing about 50 yards from the points. The engine and tender, the first three vehicles, and the leading wheels of the fourth were standing in the dock after the collision, but the trailing wheels of this fourth vehicle were a short distance inside the points on the main line, this result having probably arisen from the rebounds of the train, and from the points having assumed their proper position after the rapid motion of the train through them had ceased. The engine buffer sockets of the express train were broken, and the buffers jammed with those of the tender of the other engine; this being the extent of the damage done to the rolling stock of the express train. The driver was slightly hurt by the reversing lever flying back, and the front guard was knocked down in his van and somewhat injured in the face.

In the empty train the back of the tender was broken in, a buffer broken in both tender and engine, the foot plate of the latter bent, and some injuries received by the break carriage and two of the other carriages. The buffer stops at the end of the dock were also broken. The driver of this train was standing on the platform at the time of the collision; but the fireman, who was getting his dinner in the front guard's compartment, was knocked against the end of the carriage and was slightly injured.

This accident then was caused from the facing points leading to the dock not lying right for the main line on the approach of the express. From the fact of these points having been used by the porter Hanson, only five minutes before its arrival, during which time both the signalman in the east box and the driver of the train in the dock were within a short distance of them, and occupying such position that they could hardly have been approached by any other person without having been seen, I think there is no other conclusion to be arrived at than that the points could not, from some unexplained cause, have fallen back into their proper position when the handle was let go by Hanson. When examined immediately after the accident, it is stated that the points worked properly, and that nothing was found which could have held them open temporarily.

Had these points been worked, or at any rate controlled, by the signalman in the east box, so that they could not have been open for the dock when the main arrival signal had been lowered, or vice versa, this accident could not have happened unless the driver of the express had disobeyed his signals.

It is to be hoped that the occurrence of the present accident may direct the serious attention of the directors of this railway to the expediency of interlocking points and signals, not only at Sheffield, but throughout their system. The expense attending such an accident as the present would probably go far towards providing the necessary apparatus.

I have, &c.,

The Secretary,
Railway Department,
Board of Trade.

C. S. HUTCHINSON,
Lieut.-Col., R.E.

A copy of the above report was sent to the company on the 8th May.

METROPOLITAN DISTRICT RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 20th April 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 10th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 2nd instant at the Westminster Bridge station of the Metropolitan District Railway.

The St. James' Park and Westminster Bridge stations are about 700 yards apart, the line between them being in a tunnel. The platforms at the latter station are 98 yards long, from the "stops" to the tunnel. There are cross-over roads inside the tunnel, the points leading from the down to the up line being 65 yards within the tunnel, 163 yards from the "stops" on the down line, and 170 yards from those on the up line. The station signals for *trains* (opposite to those for engines) are three yards outside of the above points, and the down distant signal is 202 yards further to the southward, the up distant signal being 189 yards from it, and 219 yards from the St. James' Park station. The station signal is visible for 210 yards, and the down distant signal for 93 yards round the curve, when the tunnel is sufficiently clear.

The train arriving at Westminster Bridge at 11.23 a.m., left the Moorgate Street Station at 10.35, and the St. James' Park Station at 11.20, both punctually, and approached the Westminster Bridge station punctually, on the day in question, consisting of one of the tank engines (No. 9), in ordinary use on the line, and five carriages. The engine weighed 42 tons in working order, and was constructed with a bogie frame in front, and behind it four coupled wheels 5 ft. 9 in. in diameter. The diameter of the cylinders was 17 inches, with a stroke of 24 inches. There was an ordinary lever break with wooden blocks on the four driving wheels. There was a guard at the tail of the train, and a porter, acting as breaksmen, in the leading compartment of the carriage next behind the engine. In place of drawing up at the usual place at the platform, the engine-driver allowed his engine to come in collision with the "stops" at the head of it with some degree of violence. The engine itself was not damaged, but the third-class carriage behind it had both cradle castings, one buffer casting, and a compensating buffer beam broken, and the framing bent at both ends, and two of the passengers have complained of injury.

The engine-driver states, that after leaving the St. James' Park station, he shut off his steam at the up distant signal, and only turned it on again as he found, when he sighted the down distant signal, that it was not at danger. He shut it off again some little distance after passing the latter signal,—say 200 yards from the station signal,—and looked round in approaching the points above referred to, leading to the up line, to see that the engine break was properly

applied. He found, however, in passing along the cross-over road, that the engine wheels slid along the rails, in consequence of their being more slippery than usual, and he therefore reversed his engine, and whistled for the guard's breaks, but he was then unable to prevent the train from running forward against the stops as above described. He attributed the state of the rails to the fact of a previous engine (No. 17) having left the line opposite the up platform shortly before with its cylinder cocks open, and having discharged steam upon the rails.

The guard and fireman confirm the statement of the engine-driver in regard to the slippery condition of the rails, and they felt the unexpected forward motion as the skidded wheels slid along the rails. But the guard, the breaksmen, and the signalman thought the engine-driver approached the Westminster Bridge station at higher speed than usual, and the guard and breaksmen had both applied their breaks the sooner on that account.

The rails at the entrance to the tunnel, adjacent to the passenger platforms, are always more or less in a greasy condition, and there being only room enough for the engine and five carriages short of the "stops" at the platform, great care is necessary in approaching the station. The "stops" are of a temporary character, being formed of sleepers piled up against a concrete backing, it being intended to continue the excavation as the construction of the line progresses towards Charing Cross. It would be an advantage to lengthen the line at once, so as to afford a margin for stopping the trains outside the tunnel, and I recommend that this be done.

In the meantime the safety of the public depends, as at other terminal stations, upon the caution of the engine-drivers, in keeping their trains well under command, and approaching the "stops" at very slow speed. The addition of spring buffers in the ordinary way would hardly be an advantage, because, when such are employed, without some means of checking the recoil, the rebound is apt, in case of a collision, to do as much or more damage than the collision itself.

The present accident appears, then, to have been occasioned by a little extra speed in approaching the Westminster Bridge station, combined with an unfavourable condition of the rails. The gradient rises 1 in 300 towards Westminster in the tunnel, but the line is level on the immediate approach to the station. The engine-driver had been working into the station two, three, or four times a day since the opening of the line on the 24th December, and had run in once before on the same morning. He was quite sober, and appears to be a steady man. The other servants of the company with the train were also experienced men.

I have, &c.,
R. G. W. Herbert, Esq., *H. W. TYLER,*
Board of Trade.

A copy of the above report was sent to the company on the 26th April 1869.

MIDLAND RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 28th April 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 19th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 9th instant at the Wellingborough station on the Midland Railway.

This station is 15 miles to the north of Bedford, and immediately to the south of it there is a junction

between the Midland Railway and the Northampton Branch of the London and North-Western Railway. It is situated on a curve, and is approached from the north through a cutting; and the view is still further obstructed by a bridge over the railway, 261 yards to the north of the station platforms. The signals were formerly worked from the down platform, but in order to afford to the signalmen a better view of the line northward, and to the engine drivers a better view of the signals as they approached from the north, a signal cabin was afterwards constructed on the west

of the line, at a considerable elevation above the rails, and 58 yards in a direct line from them, opposite the north end of the platforms. The semaphore signals so placed are visible from a second bridge over the line, 1185 yards from them; and the distant signal, which is 20 yards to the south of this second over-bridge (the Finedon Road bridge), is visible for a distance of 600 yards.

There is a rising gradient towards the south of 1 in 300 for 300 yards southward of the Finedon Road bridge, then a level portion for 400 yards, and then a falling gradient of 1 in 200 towards the station.

Between the two overbridges to which I have referred there are a number of sidings, and some buildings have recently been erected, with a view to the accommodation of a number of engines, and for carriage and waggon repairs. When these have been completed, as a depôt for engines and waggons, they will form an extensive establishment, and much of the shunting now performed at the station and to the south of it will be carried on there. There is a pointsman and signalman at "Butlin's sidings," about 300 yards north of the station, and there is a signalman in a temporary cabin 20 yards south of the Finedon Road bridge.

On the 9th April, the 6.10 p.m. express passenger train left Leicester punctually, and approached Wellingborough, at which it was not due to stop, punctually at 7 o'clock, consisting of an engine and tender, a dummy break-van, four composite carriages, a newspaper carriage, and a break-van containing a guard. The engine-driver found the distant-signal at "all right," and approached the Finedon Road bridge at 45 or 50 miles an hour. He thought he heard some one shout near Butlin's sidings, but he saw no one, and did not hear what was shouted. He whistled twice, as usual, for the junction signals as he passed under the Finedon Road bridge, but he found on leaving that bridge that the station semaphore-signal was at danger. He shut off his steam and told his fireman to apply the tender break, and then finding that his break did not, on account of the state of the rails, act as well as he expected, he reversed his engine and whistled for the guard's break. Rounding the curve on the immediate approach to the station, he saw an engine standing 200 yards in front of him at the water crane, and he came into collision with that engine at a speed which he estimates at 6 or 8 miles an hour.

The guard also saw the station signal at danger after passing the Finedon Road bridge, and he was applying his break when the engine-driver whistled for it.

The buffers of both engines were broken, and the buffer plank of the express engine was damaged. The express engine was thrown off the line, but the other engine and the carriages remained on the rails. None of the carriages were damaged. Of 30 or 40 passengers who were in the train 10 have complained of injury.

The engine which stood thus in the way of the express train left Kettering at 6.41 p.m. for Wellingborough, to take a mineral train to the Toten sidings on the Erewash Valley Railway. The driver of that engine had been a fireman for 4 years, and had been "passed" as an engine-driver for 5 months, but this was only the second day on which he had an engine under his own charge. He had a time-table, but no watch, and he did not know exactly at what time he reached Wellingborough. He slackened speed at the new sidings north of the station, to pick up his guard, whom he overtook there, and ran on with him to the station. The guard left him at the north end of the platform, to go across the line, telling him that he could not cross to the down line because the *down* express was nearly due. He then ran forward on the up line to the water crane, and left his fireman to take in water, while he got down and oiled his engine. He had just completed that work when, on looking up, he saw the up express train "coming round the

end of the platform." He had no time to get on the engine, but he shouted to his fireman to "go ahead." The fireman, who also saw the danger, jumped down from the tender, took off the break, pushed over the reversing lever, turned on the steam, and was just getting into motion when the express engine came into collision with his engine.

There was a strange ignorance at the station of the danger that was being incurred by the mineral engine, as it stood at the water crane, when the up express train was due. The station-master was on the platform at 6.55 p.m., and only went into the booking office, "to censure one of the clerks," leaving both lines clear, just before the arrival of the mineral engine. He heard the break-whistles from the engine of the up express, and ran out of the office in time to see the danger and witness the collision. The platform foreman left the platform at 6.50 p.m., with both lines clear, and went 50 yards off, to the carriage dock, to see whether a horse-box and carriage-truck which stood there would be ready to go away with a later train. He saw nothing of the light engine until he heard the break-whistles from the up express and the noise of the collision. One porter only, who is stated to have assisted the mineral engine to get water, and who has been dismissed, though he denied the offence, from the company's service, appears to have been on the platform. The other two porters, who had come on duty at 6 p.m., appear to have been in their room, and not to have seen the mineral engine before the collision.

The goods-foreman was on the line 700 yards north of the station when he saw the mineral engine pass him shortly before 7 o'clock. He saw the driver pick up his guard and go on towards the station, but had no means of communicating with him. He told the pointsman to turn on his distant-signal to protect the engine as it slackened speed, and told him to take it off again when it had gone forward and was out of sight. When he saw the express train following it shortly afterwards, he motioned to the driver with his right hand to shut off steam, and shouted to him. The pointsman at the Finedon Road bridge saw the mineral engine pass at 6.55, and as it slackened speed at Butlin's sidings he turned his distant-signal and semaphore-signal to danger to protect it. He observed also that the pointsman on duty at Butlin's sidings turned his distant-signal to danger, and he only took his signals off again when he saw the signal from Butlin's sidings taken off. The pointsman at these sidings saw the light engine pass at 6.53, and motioned to the engine-driver to go ahead, shouting to him at the same time that "the fast train was nearly due," but he did not think that the engine-driver understood what he said. He saw him slackening speed shortly after he passed him, and turned on his distant-signal, but he took it off again after the engine went out of sight and had got under the protection of the signal from the station.

The station signalman has, as well as the mineral guard, and the porter, been dismissed from the service of the company since the occurrence of the accident, and I had no opportunity of examining any of those men. But there appears to be no doubt that the signalman, while he kept his station-signal at danger, forgot to turn his distant-signal to danger for the protection of the mineral engine. That engine, standing at the water crane, was hidden from him by the station buildings. He may not have expected it to stop at the water-crane, and to obstruct the up line when the up express train was so nearly due; but he should have watched, after seeing it enter the station from the north, to see whether it passed southward towards the sidings, and should otherwise have turned his distant-signal to danger.

It would be better in many respects if this signal cabin were removed to the bridge over the line on the north of the station, and it is desirable that telegraph instruments and bells should be provided for the use

of the signalmen, communicating between such cabin and the Finedon Road bridge on the north, as well as with the station platforms and the Northampton Junction on the south. The company will be the more ready to adopt these precautions, inasmuch as they have now wisely determined to extend the block-

telegraph system over all their lines south of Manchester and Bradford.

*The Secretary,
Railway Department,
Board of Trade.*

I have, &c.,
H. W. TYLER.

A copy of the above report was sent to the company on the 11th May.

NORTH EASTERN RAILWAY.

SIR,

York, 17th May 1869.

IN compliance with the instructions contained in your minute of the 11th inst., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 9th May at the Thirsk junction of the North-Eastern Railway.

The line from Leeds and Harrogate joins the main line of the North-Eastern Railway from York to Newcastle at this junction, on a nearly level gradient. The junction cabin is about 28 feet high from the floor to the rails, and is 45 yards on the south of the station platform. The junction points are 16 yards to the south of the cabin; and two sidings (one of which is a through siding about 800 yards long) on the east of the main line are connected with the main line by a pair of points 50 yards south of the cabin, and with each other by another pair of points 84 yards south of the cabin. There are thus two pairs of facing points connected with the up main line at distances of 16 and 50 yards respectively, from the junction cabin. This cabin was constructed and fitted up about seven years ago, at the same time that the station was reconstructed. The above two pairs of points are worked by levers from the floor of the cabin, but are not interlocked with the signals; and the catches of the levers are fixed by notches in the segments when the points are in one position only, the weights attached to the points retaining them (without notches in the segments) in the opposite positions. The siding points are thus *fastened* over when they are set for the sidings, but are *not* fastened over when they are set for the main line. There are a main signal over the cabin, and a distant signal 740 yards from it, for the protection of the up line. Three down and two up passenger trains pass the station and junction without stopping in each 24 hours, and probably at a speed of about 40 miles an hour.

The up night express train, 10.15 p.m. from Edinburgh to London, left Berwick at 12.2 a.m. punctually on the 9th May, consisting of engine and tender, eight carriages, a waggon-load of fish, a *tranship* van, and two break vans, one in front and the other behind. It travelled in due course to Darlington, and left that station at 3.5 a.m. punctually for York. As it approached Thirsk, 22 miles from Darlington, where it was not due to stop, the engine-driver found the distant signal and the main signal at "all right." He shut his steam off at the distant signal, in order somewhat to reduce his speed in passing through the junction. As he passed the station he saw the night foreman standing on the platform, and they exchanged salutes. As he approached the junction cabin he saw that the junction points were right for the main line, and he was about to apply his steam, to tighten the couplings before running over these facing points, when he observed that the siding points, 34 yards in front of them, were open for the siding. He immediately opened his whistle, reversed his engine, and turned on his steam, but he had no time to apply the tender break. He was travelling, he believes, at 20 miles an hour, when he reversed his engine, and at not much less speed when his engine struck some waggons which were standing in the siding, 215 yards to the south of the junction cabin.

The guard, who rode in the van at the tail of the train, heard a whistle from the engine after it had passed through the station, and then, on looking forward, he saw that the engine was running into the siding instead of proceeding along the main line. He screwed on his break, and observed that the fish-waggon immediately in front of his van took the main line, followed by his van. The two vehicles were thus separated from the remainder of the train. The fish-waggon rolled over, and was broken to pieces, and the van, which fell on its side, was partly broken, and brought to a stand at 135 yards to the south of the junction points, in the intermediate space between the two main lines.

The engine, tender, and 10 vehicles which remained in the up express train, running forward as above described, into the east siding, came into collision with a train which had been placed in that siding to make way for it about seventeen minutes previously, and which was composed of an engine and tender, 46 waggons, some loaded with pig iron, some with goods, and some empty, and a break-van. The engine of the express train mounted the break-van of the goods train, and rolled over on its side on the bank on the east of the siding, 264 yards from the junction cabin. Its buffer beams were not broken, but the buffers and certain stays and taps were knocked off. The van next the tender fell also on its side on the bank, and its side was broken to pieces. The carriage behind it, running forward as the engine fell over out of its way to the left, mounted on a goods waggon opposite to where the engine lay, and its end compartments were much damaged. The leading end of the carriage next in order was also damaged, but the trailing wheels of this latter carriage, as well as the wheels of the other vehicles, remained on the rails of the siding, and the other carriages were not much damaged.

The goods van which had been struck by the engine was a complete wreck; and in front of it three London and North-Western waggons loaded with pig iron, one Midland empty waggon, an empty salt van, and a North-Eastern waggon loaded with castings, were more or less broken.

It is believed that there were about 100 passengers altogether in the train. Of them Mr. Eitson, of Glasgow, was unfortunately so much injured that he died the following day. Mr. Nimmo, a regular and well known East-Coast guard, who happened to be travelling as a passenger with his son, was seriously injured, and his son was even more injured, but it may now be hoped that they will both recover. Up to the present time eight other passengers have complained of injury; and the engine-driver, fireman, and both of the guards were all more or less injured.

The signalman who was on duty at the junction cabin has been at the junction for nearly 14 years, and has borne an excellent character for that time. He came on duty at 6 p.m. on the 8th May, and his ordinary hours of duty are from 6 p.m. to 6 a.m. and 6 a.m. to 6 p.m. on alternate weeks, with 12 hours extra off duty at the end of each week, during the change from night to day duty, or *vice versa*. The goods train above referred to reached this signalman from the north at 3.20 or 3.25 a.m. punctually, and he opened the siding points, and turned it into the siding as usual, in order to clear the main line for the up

express train, which was due to follow, and which he expected to pass it about 3.40 a.m. While the goods train was running into the siding he turned to danger a signal with which he is provided for preventing the goods train from starting without his leave from the other end of the siding. He next, after the goods train had come to a stand in the siding, turned his home and distant signal to "all right" for the up express. He had then nothing to do for a quarter of an hour but to look out for the up express train, and he forgot to unloose the lever of the siding points, and to allow those points to fall over for the main line. He watched the express train through the station, with his back to the lever of the siding points; and he only saw his mistake as the engine passed through them towards the siding. He hardly knew then what he did, and was not aware that he altered the points before the tail of the train passed over them, which he appears, however, to have done, inasmuch as the fish-wagon and the break-van behind it were turned, as already explained, along the main line. The points have been worked in the same manner for the last seven years, and there has never been any complaint previously in regard to them, nor has the signalman asked for any alteration to be made in the mode of working them.

The night foreman, who was on duty on the night of the 8th and morning of the 9th of May at the Thirsk junction, saw the goods train pass at 3.20, and saw that it was in the siding clear of the main line, two or three minutes later. He also saw the up express passenger train pass at 3.37, and he made a sign with his hand to the engine-driver of that train, as he went forward, by way of salutation. He thought he was going at a speed of 25 or 30 miles an hour, a little slower than usual. He saw the fish-wagon and break-van, as it appeared to him, leave the rails, and he then noticed that the leading part of the train had run into the siding. It was a fine clear morning, and was nearly daylight. He went at once to the spot, and spoke to the signalman in passing. He believes him to have been sober, and there is other evidence to the same effect. The station master, who saw him a quarter of an hour after the collision, found him much agitated, as might be expected, but quite sober.

The immediate cause of this accident is obvious, in the forgetfulness of the signalman, who left the siding points set for the siding after the goods and mineral

train had passed into it, and neglected to alter them again before he lowered his signals for the up express train to pass at speed along the main line. But this man appears to have performed his duty in this respect without previous accident for nearly 14 years; and to do any duty for an indefinitely long period without mistake or forgetfulness is not consistent with human nature. It is precisely in order to avoid such risks and to prevent such mistakes that the system of interlocking points and signals together has been found necessary, and has now been adopted for many years. This system has met with marked success, and it is much to be wondered at that it has not been applied at such a place as the Thirsk junction, where, as already explained, three trains in one direction and two in the other pass without stopping, and at high speed over two pairs of facing points, in the twenty-four hours. To this want of suitable apparatus, and not simply to the forgetfulness of the signalman, this accident must primarily and in reality be ascribed; and it is desirable that the junction cabin should now be remodelled, that the various points and signals in the neighbourhood of the junction should be made to interlock with each other, that catch or safety points should be added to the various sidings which are connected with the main line on the south of the station, and that the signal cabin and the signals should be raised, so that there may be a better view above the bridge over the line near them, and in the direction of the Leeds northern line. In remodelling the junction in this manner extra signals will be required, as well as extra signal and point levers in the cabin, so that no contrary signal may be given which can lead to a collision in the use of either of the main lines, the branch lines, or the sidings; so that the points cannot be wrong for the various lines when the signals are lowered, nor the signals be lowered unless the points are in their proper positions; and so that the safety points shall secure safety for the main lines whenever the points and signals are in the positions to allow of the passage of trains along the main line. It is also desirable that means should be afforded by telegraph of warning the signalman of the approach of the trains from different directions.

I have, &c.,

H. W. TYLER.

*The Secretary
(Railway Department),
Board of Trade.*

A copy of the above report was sent to the company on the 19th May 1869.

WATERFORD AND LIMERICK RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 19th April 1869.*

SIR,

In compliance with the instructions contained in your minute of the 5th inst., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 29th of last March, near Clonmell, on the Waterford and Limerick Railway.

Fourteen passengers and three of the company's servants are reported to have been cut and bruised, but no bones were broken.

The railway from Waterford to the Limerick junction, which is 55½ miles long, is a single line, with loops and sidings at the stations. There is a loop or passing place at Clonmell, with an up and down line platform, and the same at Cahir station. The single line has been worked on the following system:—

The stations where the up and down trains are intended to pass each other are marked in the company's time tables.

The station masters are authorized to change these fixed passing places for any trains which, from accident, delay, or any other cause, get so much behind their fixed hours of running, as would cause serious delay in the traffic on the line, if their fixed passing place was not altered.

The stations on the line are provided with telegraphic speaking instruments.

When station masters contemplate changing the fixed passing stations, they are directed to telegraph to the other stations which will be affected, and on receiving the proper acknowledgment, showing that the contemplated change can be made, they are directed to fill up three printed forms of order, with which they are supplied for the purpose, and to hand one to the engine driver and one to the guard of the train. These printed forms of order direct the guard and driver of the train to pass the train running in the opposite direction at _____ station, instead of the ordinary passing station, &c. The station master is to obtain the signature of the driver and guard of such train to the third form, which he is to retain.

On the 29th March 1869, the down goods train, which is timed to leave Limerick at 9.20 a.m., and to arrive at Cahir at 2.30 p.m., did not arrive at the latter station till 3.10 p.m. This goods train is intended by the company's time tables to pass the up passenger train at Clonmell at 3.50 p.m. Clonmell station is 11 miles to the east of Cahir. In consequence of the goods train being 40 minutes late, the station master at Cahir proposed to detain it until the up passenger train should arrive at that station. The down goods train had come to a stand at the up line platform. The driver, having taken water, was engaged in doing the shunting required at Cahir, and the guard, according to his own statement, was in his van putting out some sacks, and the station master was on the platform close by, speaking. The station master stated, that the guard was on the platform, and that he told him that the goods train was not to go away from Cahir till 4.20 p.m., when the up passenger train would arrive; and he stated that the guard acknowledged the order by a nod. The guard denies hearing the order, and stated that the station master spoke while he was putting out the sacks, and, as far as he could recollect, all he heard was that the station master told a potatoe merchant named Connor, who was on the platform, asking to be allowed to go to Clonmell with the goods train, that he would have a speedy ride to Clonmell. Connor went in the guard's van of the goods train to Clonmell, and from the statement Connor made to the station master at Clonmell on the day of the accident, and also to the telegraph clerk at Portarlington on the day after the accident, and by letters, Connor confirms the Cahir station master's evidence, that he ordered the guard of the goods train not to leave Cahir station. The guard of the goods train further disobeyed the station master's instructions in taking away a horse box, which he was directed to leave at Cahir.

The conversation between the station master at Cahir and the guard of the goods train appears to have taken place about 3.25 p.m. or 3.30 p.m.

After speaking to the guard of the goods train, the station master returned to the station.

As he entered the building the assistant station master was ascending the stairs from the telegraph office, which is under the station master's office. The station master directed his assistant to go to the telegraph office, and write the arrangement in the telegraph book relative to the 2.30 p.m. up passenger train from Waterford, which is due at Clonmell at 3.50 p.m., being brought on to pass the down goods at Cahir. This message was entered in the telegraph book at 3.35 p.m., sent at 3.36 p.m., and the reply (accepting the arrangement) was received at Cahir at 3.37 p.m.

The goods train, which consisted of an engine and tender, nine loaded, five empty waggons, and a guard's van, appears to have left Cahir as soon as the station master returned to his office. Before the goods train left Cahir the guard and the driver of this train held a conversation as to whether there was sufficient time for them to proceed to Clonmell. The driver said that they had 30 minutes to make the journey to Clonmell. The guard said that they had not; but the driver then urged that the train was light, the road good, and that they would only detain the up passenger train at Clonmell for five minutes beyond its proper time if he started at once. The guard then told him to "fire away," meaning that he should start, and he did so.

It is evident that the guard of the goods train had some scruples about starting from Cahir; and as his proper duty was to proceed to Clonmell with all possible despatch, unless he had received instructions to the contrary, and that the passing place was changed by the station master, I am convinced, from the conversation with the driver of the goods train as well as the statements of Connor, that the guard of the goods train was aware that the station master at Cahir intended the goods train to remain at that station.

The Cahir station master neglected his duty by not giving the guard the printed order provided by the company for this purpose. His excuse for not doing so is, that he conceived that the order was only intended to be given to the servants of the train going forward, beyond the station fixed in the time tables as the passing place, and was not to be given to the servants of the train which was detained. The order is plain, and not to be misunderstood if carefully read; but it appears that the Cahir station master has never given the printed form to the servants of the train detained, and as he had not been corrected for his omission, he must be considered not to have wilfully disobeyed the regulations of the company in this matter; but he appears to have performed a most important duty, every part of which he should have superintended personally, in a most careless manner.

He allows that the guard of the goods train only replied to his instructions by a "nod;" and he had no right, therefore, to feel certain that the guard understood the order. If he did not consider it necessary to give the guard the printed order, he should have remained to see the goods train safely put away in a siding before he telegraphed for the passenger train to come on; whereas, having got a nod from a man whom he charges with having on a previous occasion disobeyed his orders on the same subject, he went quietly to his office and deputed his assistant to write the message in the telegraph book, although, according to the company's instructions, he was required to enter it himself in the telegraph book. The message to bring on the passenger train was actually sent after the goods train had left Cahir station, and was on its way to Clonmell.

The 2.30 p.m. up passenger train from Waterford, which consisted of an engine and tender, a van with goods, a van with a guard, a third, a second, and a first-class carriage, coupled in the order given, left Clonmell for Cahir at 3.54 p.m. When it had got about a mile and a half from Clonmell, and was travelling at the rate of about 20 miles an hour, the driver observed a goods train running towards him. The goods train was at the time about 200 yards from the passenger train, and on a falling gradient of 1 in 132. It could not be seen sooner owing to a curve in the line. The drivers and firemen of both trains appear to have observed their danger about the same time. They shut off steam, reversed, put steam on, the firemen applied their breaks, and then all four men jumped off before the collision occurred. The speed of both trains is reported to have been checked to about 12 miles an hour when the collision took place. The engines drove into each other and remained jammed together. They were very much damaged. The tender of the passenger engine and the van of goods next to it were broken up. The end of the guard's van and all the passenger carriages were more or less injured. Four waggons in the goods train were completely broken up, and two more were considerably damaged.

The vehicles were not thrown to each side, but were piled up the one above the other, and remained so fixed. There appears to have been no recoil, which saved the passengers from the more severe injuries usually resulting from such collisions. One treenail broken is reported as the only injury to the permanent way. The driver of the goods train and the guards of both trains were hurt, but they appear to be nearly recovered. Fourteen passengers are reported to have received cuts and bruises.

The accident was caused by the guard of the goods train leaving Cahir station when he had been directed by the station master to remain at that station until the passenger train should arrive.

The station master (Patrick Auglim) stated that Edmond Herbert, the guard of the goods train, had left the station with a train contrary to his orders about nine months since, but he did not report the circumstance to any of the company's officers. It is in evidence that the guard Herbert was in the habit of disputing with the station master, and it would appear

that the latter did not maintain the authority so necessary to the proper and safe working of the station and railway.

At 3.55 the Cahir station master returned to the platform. He then observed that the goods train had left the station. He proceeded at once to the telegraph office to stop the up passenger train. The telegraph clerk at Cahir succeeded in getting the attention of the telegraph clerk at Clonmell in about a minute, but the passenger train had left that station. The collision occurred at 3.57 p.m.

The Limerick and Waterford Railway Company have resolved to change the system of working the single line from Waterford to the Limerick junction.

From the 1st prox. they propose to work the line on the train staff system, which renders such accidents impossible if the system is honestly carried out.

The trains should run to up and down platforms, placed on separate lines of rails at each passing place, and the staff or ticket should always be given by the station master to the engine driver, in the presence of the guard or through the guard. A place should be made on the screen of the engine, close in front of the driver, where the staff or ticket should be carried, while the engine is travelling over the section of the railway to which the staff or ticket belongs. One wrought-iron spike should be inserted in each chair on the railway, as treenails alone are not to be depended on.

I have, &c.,
The Secretary F. H. RICH,
 (Railway Department), Lieut.-Col. R.E.
 Board of Trade.

A copy of the above report was sent to the company on the 22nd April 1869.

R E P O R T S
OF THE
INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT
TO THE BOARD OF TRADE,
UPON
CERTAIN ACCIDENTS
WHICH HAVE
OCCURRED ON RAILWAYS

During the Months of May, June, and July

1869.

(PART THIRD.)

Presented to both Houses of Parliament by Command of Her Majesty.
August 1869.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

[Price 6d.]

1869.

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BRECON AND MERTHYR RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 13th July 1869.*

SIR,

I HAVE the honour to state, for the information of the Board of Trade, in obedience to your minute of the 12th ult., the result of my inquiry into the circumstances which attended the accident that occurred on the 10th ult. near the Maesycwmmwr station of the Brecon and Merthyr Railway, when an engine and tender and part of a train ran off the line and fell into the road below, killing outright the driver of the train and the locomotive superintendent of the Rhymney Railway, and very severely injuring the locomotive superintendent, the inspector of traffic, and a fitter belonging to the Brecon and Merthyr Railway. The locomotive superintendent of the Brecon and Merthyr Railway subsequently died of the injuries which he then received.

This engine with a train of about 30 empty coal waggons, five waggons loaded with iron ore, two empty timber trucks, one empty goods van, and one loaded with tin, and a break van, left Machen for Pengam about 11h. 45m. a.m. on the 10th ult., and when they had started the driver found that he had too low a fire for the load which he had on. He had been that morning over the Caerphilly Branch (2½ miles), bringing a train back with him, but he did not know of the load which he was to take on, and in consequence of the lowness of the fire in the engine, it was arranged with the inspector of traffic that they should stop at Bedwas, three miles from Machen, and hand over a part of the load to be taken on with the next up train. The engine stopped nearly an hour at Bedwas, during which time the piston glands were looked to and the fire got up, and it started again about 12h. 35m. according to the inspector of traffic, or at 12h. 39m. according to a carpenter who, with the fireman of the engine, was riding in the break van at the tail of the train, from Machen. It had on five waggons laden with ore, two empty timber trucks, one empty goods truck, and the break van. The train stopped to take water half-way between Bedwas and Maesycwmmwr, nearly five miles apart, and remained there about five minutes, and after they had proceeded on their way, on approaching Maesycwmmwr station, the up distant signal was found nearly on at danger, and the driver nearly shut off the steam, but did not quite do so, and ran 200 or 300 yards past the distant signal in that state. The inspector of traffic informed me that the Maesycwmmwr station-master came out on to the platform, when they were about 150 yards from the station, gave the all right signal, and the driver put on the steam, and they ran past without stopping, at five minutes past one o'clock, passing under a viaduct that carries the Taff Vale Extension Branch of the Great Western Railway over this line, 80 yards north of Maesycwmmwr station, and ran off the rails to the left, on the outside of a curve, a little more than 50 yards north of the viaduct. The train ran about 60 yards after the engine got off the rails, and then the engine struck the end of the left cast-iron girder of an under-bridge which carries the line over a public road, pushed the girder out of its place, and then the girder, engine and tender, and three of the waggons containing iron ore fell into the road below, a depth of about 14 feet below the level of the rails. There were five persons on the engine and tender at the time. Three of these are dead, a fourth is very badly injured, and the inspector of traffic, although very seriously hurt, is likely to do well.

The portion of railway on which this sad accident occurred was opened for traffic in 1865. The permanent way consisted of a double-headed rail that weighed 70 lbs. to the yard (in lengths of 24 feet at this part), fixed in cast-iron chairs that each weigh

28 lbs., according to the details supplied to the Board of Trade, but actually weighing 26 lbs.; the chairs being fastened to transverse sleepers, placed on the average one yard apart, by two iron spikes 6½ inches long to each chair. The sleepers are 9 feet long by 9 inches by 4½ inches (half round) at the smallest end. At this part the ballast was of broken stone. According also to the details, the portion of the line where the accident happened is on a rising gradient, when travelling northwards, of about 1 in 270, which is very nearly correct; and the line was said to be on a curve of 10 chains radius, curving to the right; but this curve on the ground appears to be much sharper.

I was shown on the 15th ultimo the spot at which the first indications of the engine having got off the rails could be seen, immediately after the accident had taken place. These indications consisted of the fracture of some of the stone ballast inside the right rail, and outside the left rail, the lips of three chairs had apparently been crushed by the flange of the engine, on the same rail's length, and about 50 yards north of the viaduct over the line before referred to. No marks could be traced on the rails, showing where the engine had mounted, but the marks which I have mentioned were made as it dropped off them.

Commencing at the viaduct and proceeding northwards, I carefully examined and noted the state of the line, which I was informed was in the same condition as at the time of the accident, as regards the gauge of the rails, super-elevation or cant of the outer rail, and the curvature of the line. The results were as follows:—

Position North of Viaduct.	Gauge of the Line.	Cant of the outer Rail.	Radius of Curve.	Remarks.
Yards.	Inch.	Inches.	Chains.	
0'	1'0 wide	4'32	—	
8'0	¾ "	4'98	12'3	
16'0	⅝ "	4'20	9'97	
24'0	⅔ tight	3'84	9'69	
32'0	½ wide	3'48	8'35	
40'0	⅓ tight	3'84	9'97	
48'0	¼ wide	2'50	12'3	
52'0	⅛ "	1'0 under	—	First mark on ballast of engine being off the rails.
56'0	¼ "	0'0	—	

But the curve is much sharper southwards, so that at about 50 yards south of the viaduct the radius is only 5'8 chains, Parliament having sanctioned an 18-chain curve.

The engine which ran off was built by Stothert and Slaughter in 1857. It is a 6-wheeled coupled engine with inside cylinders, 16 inches in diameter and 24 inches stroke, and having 6 feet 8 inches distance between the leading and driving axles, and 5 feet distance between the driving and trailing axles, making up a total wheel base of 11 feet 8 inches; the trailing axle being placed in front of the fire box. The total length of the engine is 25 feet 3 inches. The wheels are 4 feet 6 inches in diameter.

The engine was not very much damaged by falling into the road below, but one of the springs of the driving wheel was broken (the left outside spring); the chimney had been knocked off, the framework bent, and the movement had been taken out, so that I could not ascertain by having her weighed what her state was prior to the accident.

The Brecon and Merthyr Railway Company have not the means of ascertaining by a machine the weights on the several wheels of an engine, but at my request

the locomotive superintendent of the Monmouthshire Railway and Canal Company (Mr. Appleby) weighed a sister engine to the one which met with the accident, and obtained the following results about the 20th June, and again on 6th July :—

	On the 20th June.				On the 6th July.			
	Left Side.		Right Side.		Left Side.		Right Side.	
	Tons.	Cwts.	Tons.	Cwts.	Tons.	Cwts.	Tons.	Cwts.
Weight on the leading wheels.	4	17	3	4	5	2	3	2
Weight on the driving wheels.	6	5	6	12	6	4	6	6
Weight on the trailing wheels.	3	15	5	5	3	12	5	10
	14	17	15	1	14	18	14	18
Water in the boiler half an inch above gauge glass; 3 ins. of fire on the grate on the 20th June.	15	1			14	18	Water in the boiler 1 in. from top of gauge glass; 3 inches of fire on the grate on the 6th July.	
	29	18			29	16		

On the 20th June there appears to have been a difference of 1 ton 13 cwt. in the weights on the right and left leading wheels, and 1 ton 10 cwt. on the trailing wheels. When weighed again on the 6th July, these differences had increased to 2 tons and 1 ton 18 cwt. If any such difference had existed on the engine that got off the line, and if the lesser weight had been on the left leading wheel, it must have contributed to the accident.

I should mention also that the engine was only just out of the repairing shops, having been for some months in hand, and this was the first day on which she was running with a train on the line after being painted. She was looked at by Mr. Leybourne, formerly locomotive superintendent of the Monmouthshire Railway, a short time after the accident happened, and while she still lay in the road below the line, and he informed me that there was no trace of the leading or any axle-box having been hot, which might have caused it to stick; and when I saw it the wheels were all very nearly true to gauge, notwithstanding the fall; while the leading wheel of the tender was a good deal bent as the result of the accident, so that it could not travel on the line, which the engine did after it was taken up from the road. There was nothing in the condition of the engine or state of the flanges of its wheels to account for the accident.

The traffic inspector informed me that he looked over the side of the engine and observed that it was entirely off the rails before the tender got off, and he thought they would have stopped or he would have got off; and he did not notice the under-bridge before they fell down into the road below. He thinks they were not travelling more than 12 miles an hour. A carpenter in the employment of the company, who was riding in the van at the rear of the train, names 15 to 20 miles an hour, as the speed at which they approached Maesyewmmwr station, and from 12 to 15 miles an hour at the time the accident happened. I think it likely, from a comparison of the times at which the train left Bedwas and passed Maesyewmmwr station with the distance run, and the manner in

which the rails were bent, that the speed exceeded 15 miles an hour, though probably not by any large amount.

By the Company's regulations the speed over this part of their line for goods trains should not exceed 12 miles an hour.

As the result of my inquiry, I should state that I consider the accident was occasioned by a combination of several circumstances, as follows :—

The gauge of the line was rather tight at the spot where I believe the engine mounted on the outside of the curve; this took place on a very sharp curve, where there was a very sudden diminution in the cant or super-elevation of the outer rail, and there is reason to think that the engine, which, from its peculiar construction and overhanging weights, was not well calculated to run very steadily, was being driven at a higher rate of speed than such a curve should be passed over, or the regulations sanctioned.

I think it of great importance that the whole of this portion of the Brecon and Merthyr Railway, which originally was an old mineral line (the old Rumney), should be carefully examined by the Company's engineer, to ascertain if there are any other curves of 10 or 12 chains radius or less on the running lines, and that such curves should be rendered more safe, by the addition of check rails round such curves.

It is also desirable that the Brecon and Merthyr Railway Company should provide themselves with a weighing machine, capable of showing the weights on each wheel of their locomotive engines.

There is one other matter of importance, as affecting the safety of the public, to which I must refer.

Prior to the inspection of new lines, railway companies are required to transmit to the Board of Trade, for the information of the inspecting officers, certain details showing the manner in which the line has been constructed, these details being supplied by the Company's engineer.

The inspecting officers are in the habit of examining these details, and noting such points as may require to be carefully examined and looked at on the ground, as it is quite impossible, in the manner in which their inspections are made, that the accuracy or nature of every curve should be ascertained, unless their attention is drawn to the sharp curves by these documents. It is, therefore, of the greatest importance that these details should be accurately given.

Now in the case of this curve at Maesyewmmwr, it is returned in the details by the Company's then engineer as having a radius of 10 chains, and to have a piece of straight line 2 chains in length between it and the reverse curve, stated to be of 12 chains radius, lying north of it. Whereas I find on inquiring into this accident that there are portions of the curve where the radius is not 6 chains, and where, if it had been so stated in the details, the inspecting officer would have required a check rail to be added, and then this accident would not in all probability have taken place. Again, there is not a yard of straight line between the 10 and 12 chain reverse curves.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND,
Colonel.

A copy of the above report was sent to the company on the 14th July.

GREAT EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 9th July 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 17th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances under which a passenger train ran off the line near Wickham, on the Maldon branch of the Great Eastern Railway, on the 15th ultimo.

I regret to state that the fireman of the engine was killed on the spot, and that the driver had both his legs broken; six passengers are returned as having been injured more or less, though none very severely.

The line from Witham to Maldon is single, and was opened in 1848. The permanent way consists of a double-headed rail weighing 75 lbs. per yard, secured outside by wooden keys to cast-iron joint chairs weighing $22\frac{1}{2}$ lbs. each, and to intermediate cast-iron chairs weighing 20 lbs. each. The chairs are fastened (for the most part) by two wrought-iron spikes in each to sleepers of a section of 10 in. by 5 in., some rectangular, some half round, placed at central distances varying from 2 ft. 8 in. to 3 feet, and in some cases $3\frac{1}{2}$ feet. The rails are generally 14 or 15 feet long, but at the spot where the run-off occurred closing pieces 7 feet long had been put in about four years since, owing to the line having been relaid and fish-plated over a wooden viaduct close by, the fish-plating having ceased about 100 yards east of the short rails. The site of the accident is at the centre of a falling gradient towards Maldon of 1 in 298, 2 miles in length, and is rather more than a mile on the Maldon side of Wickham station. The line for some distance east and west of it is perfectly straight, and at the spot is carried on an embankment 15 or 16 feet high.

On Tuesday evening, 15th June, a passenger train left Witham junction for Maldon, made up as follows: tank engine No. 152, running tank first, one composite carriage, one 3rd class, one composite, guard's van, and one 2nd class, the last being an extra carriage put on in consequence of there having been an agricultural show at Colchester. The train is supposed to have contained about 100 passengers, the bulk of whom were in the 3rd class carriage, and about 30 in the 2nd class. It left Witham at 8h. 2m., 28 minutes late, having had to wait for the train from Colchester. It stopped at Wickham station to put down one passenger, and had (according to the guard) attained a speed of about 30 miles an hour, when without any previous oscillation it suddenly left the rails and went down an embankment on the right or south side of the line. From the spot at which the engine mounted to where it finally left the road the distance was about 60 yards, after which it ran obliquely down the embankment for another 50 yards, and then turned over on to its left side in the direction in which it was running. The carriages all followed the engine, but at the bottom of the embankment the couplings between the engine and the first carriage appear to have been broken, and this carriage was found on its side nearly at right angles to the direction of the engine, jammed between the latter and the second carriage. The second and third carriages were lying on their sides, having turned over on their right-hand wheels; the guard's van and last carriage partly turned over and remained resting with their right wheels on the slope of the bank, and their left in the air, supported in this position by the couplings. The first and second carriages were very much damaged and it is marvellous how the passengers in either of the three front carriages (which completely turned over) escaped with so little injury. The guard who was thrown down in his van and shaken, got out almost immediately, on the off or right side, and went along

this side of the train to the engine, where he found the driver with his legs under its near front wheel; on going round to the other side of the engine to look for a shovel to dig the driver out, he discovered the fireman quite dead, lying close to the fire-box with his clothes on fire. This poor man had been probably killed by the hood over the foot-plate, which was completely destroyed. The driver had most likely jumped just as the engine turned over, and had not quite cleared it. He is said to be recovering.

There is little reason to doubt but that this accident was caused by the fracture of the outside lip of the right-hand joint chair at the east or Maldon end of the short 7-ft. rail before referred to. The broken piece of the chair and the key were found shortly after the accident lying close outside the joint. The chair weighed originally only $22\frac{1}{2}$ lbs., and had been weakened by a large chip in its outer lip, broken off most likely in driving the outside spike, and very probably not noticed by the platelayers. No signs of any mount were to be seen to the westward of this chair, but on the inner side of the end of the 14-ft. rail which rested on it, the mark of an engine wheel mounting was distinctly visible. It is probable that this wheel ran along the top of this and of the next rail, as there were no marks on the inside of the opposite chairs or on the ballast for this two rails' length. On the Witham end of the third right-hand rail from the broken chair there were again marks of three wheel mounts, and on the Witham end of the fourth rail on the same side of the line two more marks, these four rails being all more or less bent and bulged, and the greater part of the chairs holding them broken. As before stated, no chairs supporting the first two left-hand rails were broken, but three were broken and several chipped on the inside of the third rail. The engine seems after passing this fourth rail to have taken an oblique direction to the right, its off wheels gradually approaching the edge of the embankment, and its near wheels the right-hand rail, for the ninth right-hand rail from the broken joint chair was the next one burst, as were also the tenth and eleventh, after which there was no further disturbance of the permanent way. I examined the line four days after the accident, and found the gauge tight, both at the short rail and at the one next it towards Witham, in both of which cases it was said to have been unaltered. In the 7-ft. rail the tightness was $\frac{5}{16}$ of an inch at the joint next Wickham and $\frac{1}{4}$ of an inch in the centre. The sleepers for some distance east and west of the spot were in good condition, as well as those at the spot itself, which I have every reason to believe had not been changed. The spikes were holding well. The rails were in fair condition, but the joints were in some cases rather open.

I made a subsequent examination of the engine after it had been brought up to Stratford, to which place it ran on its own wheels. It is one of 20 of the same class, designed by Mr. Sinclair, the late locomotive superintendent of the Great Eastern Railway, for branch-line working.

It was new in May 1865, and had run up to October 1868, 114,016 miles. It then underwent repairs, and was sent to the Maldon branch, upon which it ran 10,482 miles to 5th May 1869. It was then sent to Stratford to have its leading and trailing tyres fastened, and returned to Maldon on the 15th May, since which to the time of the accident it ran 1,426 miles, making a total of 125,924 miles. It is an eight-wheeled tank engine, with the driving and middle wheels coupled, the two front wheels being on a bogie frame. The diameter of these and of the trailing wheels is $3\frac{1}{2}$ feet, of the coupled wheels $5\frac{1}{2}$ feet; the wheel base is as follows:—

Centre of bogie to centre of driving wheels	Ft.	In.
" driving " coupled "	5	4
" coupled " trailing "	6	0
	17	4

The weights of a sister engine are, as nearly as I could arrive at them, as follows; but the Great Eastern weigh-table is not in good order, nor will it weigh each of a pair of wheels separately:—

	Tons.	Cwt.
Weight on bogie wheels -	8	18
" driving " -	11	0
" coupled " -	8	14
" trailing " -	10	4
	38	16

These weights were taken with the engine about half full of coal and water, and the full weight may be taken as 40 tons, more or less, with probably about 11 tons on the trailing wheels.

The tanks of these engines are below the foot-plate, and in consequence of this and of their length of wheel base they are as steady as tank engines can well be. In the case of the engine drawing the train to which the accident occurred, it was running with its tank or trailing wheels first, and in consequence of the weight on these being greater than that on the leading (or bogie) wheels there would be less tendency to mount than had it been running the other way.

The damage to the engine was considerable, all the lighter parts being more or less injured or destroyed. Four springs (of the two driving wheels, one coupled wheel, and one bogie wheel) were broken, the plates, so far as I could see, showing signs of recent fracture, and being probably consequences of the accident. None of the axles appear to have been bent, nor the wheels to have shifted on the bearings. The gauge of each pair was fairly true, if anything rather *tight*.

As before remarked, the *immediate* cause of this accident was in all probability the fracture of the joint chair; and I have now further to remark that I believe this fracture to have been principally due to the strength of the chairs being insufficient for the heavy

class of engines which have been running on the line for the last three years. The occurrence of this fracture was very possibly hastened by tightness of gauge; from more violent action in the chair, owing to the introduction of the short rail; and from the presence of a chip on its outer lip.

There is, I think, but little reason to doubt that more chairs will be broken and fresh accidents result, if the same class of engines, as at present, is continued to work the line until the joints are fish-plated and heavier chairs introduced; and to this remark I would desire to call the especial attention of the directors. It seems also desirable that the two short closing rails should be at once removed, and this portion of the line relaid with six or eight slightly shortened rails.

In conclusion I regret to have to state that, in the details furnished to the Board of Trade prior to the opening of the line in October 1848, the weight of the joint chairs is stated to have been 32 lbs., and of the intermediate chairs 21 lbs. each, the actual weights being now only 22½ lbs. and 20 lbs. respectively, there having been no alteration in the chairs from that time to this. The appearance of the joint chairs is such as to induce belief in the greater weight, the surface of the chair being large, and until I saw the broken chair weighed I was under the impression that Mr. Davis, the engineer of the line, must have understated the weight in returning it as only 22½ lbs. I have little doubt therefore that the inspecting officer who passed the line was misled by the apparent size of the joint chairs, and had no suspicion that their weight was so considerably less than that returned by the then engineer. The sins of the company have certainly in this case found them out. Far better for them would it have been to have had the opening of the line temporarily postponed for the substitution of heavier joint chairs for those presented to the inspecting officer as being 10 lbs. heavier than they really were. The blame and expense of this unhappy accident would then in all probability have been avoided.

I have, &c.,
C. S. HUTCHINSON,
Lieut.-Col., R.E.

The Secretary,
Railway Department,
Board of Trade.

A copy of the above report sent to company on the 30th July.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 3rd July 1869.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 1st ult., the result of my inquiry into the circumstances which attended a collision that occurred between a passenger and a goods train near the Salford station of the Lancashire and Yorkshire Railway on the 28th May, when about six passengers are stated to have been slightly injured.

There are signal boxes at each end of the Salford station, with telegraphic communication between them, and the signal box at the eastern end of the station also communicates with the signal box at the west end of the Victoria station. Telegraphic bells and gongs are rung from these boxes to give notice to the signal box in advance that a train is approaching.

The signal box at the eastern side of the Salford station is furnished with a down distant and down semaphore signal; the distant signal being about 390 yards from the semaphore signal.

It appears that on the day in question a train from Bury for Victoria station, Manchester, passed the signal box at the eastern end of the Salford station at 11h. 10m. a.m., and it returned empty from Manchester about 11h. 18m., to be shunted to the other line at the western end of the Salford station, in accordance with the usual practice followed in working the traffic, rendered necessary by the insufficient amount of accommodation provided at the Victoria station for the Lancashire and Yorkshire Railway Company's trains.

It was followed from Manchester by a goods train, running out of its proper time, which passed the signal box before referred to at 11h. 23m., which train was stopped with the break van a few yards inside the semaphore signal, in consequence of the Bury train of empty carriages not having yet been got out of the way on the down line.

The goods train had been stopped about one minute when the telegraphic bell from Victoria station was rung to give notice that the 11h. 20m. a.m. Liverpool and Blackburn passenger train was on its way to Salford, and the signalman at the eastern end of the

Salford station kept both his distant and semaphore signals on at danger, and he held a red flag out of the window, in order to stop the train.

The passenger train consisted of an engine and tender and ten vehicles, of which three carriages and a break van with a guard in it were for Liverpool, and five carriages and a break van at the tail of the train, with another guard in it, were for Blackburn.

Salford is not so much as three quarters of a mile from the Victoria station; and the driver of this train, when he found the distant and semaphore signals worked from the box at the eastern end of Salford station on at danger, thought they were on only to cover the shunting of the train of empty carriages at the west end of the Salford station, and expected that he could run into the station, and set down and take up passengers, his train being appointed to stop at Salford, as he was not aware that a goods train had followed instead of having preceded, as it should have done, the train of empty carriages. But when he was within 40 or 50 yards of the goods van at the tail of the train, he observed that the line was obstructed, and he says he shut off the steam, reversed his engine, and whistled for the guard's breaks, but was unable to stop before the engine had come into collision with the goods break van, and had knocked it off the road, and the leading and driving wheels of his engine were also thrown off the rails. He estimates the speed at which he was running at the time at four or five miles an hour. The head guard names eight, but the actual speed was probably more than either estimate, as the bodies of the whole of the carriages were shifted on the frames, and the buffer plank of the engine and one buffer were broken. and some of the axles were said to be strained.

The passenger train left Victoria station at 11h. 22m. a.m., two minutes late, and the collision occurred at 11h. 25m. The train was fitted throughout with

continuous breaks, and the head guard says that his break was applied before the driver whistled for the breaks, in order to stop at the station. The whistle, he says, was not sounded half a minute before the collision occurred. This guard had four vehicles fitted with continuous breaks under his control.

The first notice which the second guard at the tail of the train had of anything being wrong was his being thrown down in his van by the shock of the collision, as he heard no whistle for the breaks, although it appears certain one was given.

The collision was caused by the driver of the passenger train disregarding the danger signals exhibited on the distant and semaphore signals until it was too late to stop his train before the collision took place, but he did the same thing that day as he was in the habit of doing on most days without a mishap.

For this collision he was suspended from duty for three weeks; but for what occurs on most days, the offence being the same, he is not even reported, although it is well known that such is the practice.

The collision could not have occurred if the traffic had been worked with the assistance of the electric telegraph on the absolute block system, thus preserving an interval of space between two following trains.

The goods train was permitted to leave Victoria station three minutes before the passenger train was appointed to start, in direct defiance of the company's regulations, it being late that morning, the proper time of leaving being at 11h. 10m., or before the train of empty carriages, and the reason for sending it forward was that it was keeping two trains that were standing behind it from entering Victoria station from the east.

I have, &c.

The Secretary
(*Railway Department*),
Board of Trade.

W. YOLLAND,
Colonel.

A copy was sent to the Company on the 24th July 1869.

LONDON AND NORTH-WESTERN RAILWAY.

Sir, 1, *Whitehall, S.W.*, 30th June, 1869.

IN compliance with the instructions contained in your minute of the 17th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending a collision which occurred on the 12th inst. between an engine and a passenger train at St. Helens station on the London and North-Western Railway.

One passenger is returned as having been slightly shaken by the collision, and the driver of the passenger train had his hand injured.

St. Helens is a station to which numerous local trains run from St. Helens junction and back; it is also a through-station for trains from Widnes to Rainford junction. The station is one-sided, having only one platform on the up or west side, and the practice is for local trains to draw up at the south end of the platform (that nearest St. Helens junction), while up through trains are turned through a pair of points to the south of the station on to a loop, which rejoins the main up line at about the centre of the platform, the northern end of which is reserved for through-trains. To enable the engine of a local train to run round its train, it backs through the points which admit a through-train to the platform, and through a cross-over road in connection with these points between the up and down lines, runs along the down line for some distance (crossing an opening canal bridge at which a signalman is stationed) to another cross-over road a short distance south of the bridge signalman's hut, and then, if not stopped by signal from this man, returns by the cross-over road (the down-line points of which are weighted to lie right for the crossing) to

the up line, and so back to the south end of its train. The signalman at the canal bridge is provided with up and down main and distant signals, but on account of curves and buildings, and the lowness of the signal post, he is unable to see his up distant signal. In addition to the charge of these signals for the protection of the opening bridge, this signalman has also to hold the facing points by which the up trains from Widnes enter the loop before alluded to, and also the up line points of the cross-over road to the south of his box, when they become facing points for the local down trains from St. Helens to the junction, as these trains run from the platform as far as this cross-over road on the up or wrong line.

On the 12th instant the 12.45 p.m. local train had left St. Helens junction for St. Helens a minute or two late. It was drawn by a tank engine, running tank in front, driven by a very experienced driver, who had been locomotive foreman on the St. Helens line when it had been an independent undertaking. The train arrived at St. Helens at 12.59, one minute late; the engine was immediately unhooked, backed on to the down line, and ran on it as far as the cross-over road to the south of the opening bridge, the down bridge signal having been lowered as the engine approached it. Before starting again to run through the cross-over road to the up line, and so rejoin its train, the driver states that he got no signal from the bridge signalman to hold on, but that when he had got some 12 ft. through the points (which as before stated are weighted to lie right for the down end of the cross-over road,) he saw this man hold out both his arms as a signal for him to stop, and not foul

the up line, by which he knew that an overdue Widnes train was approaching, but which, owing to curves and buildings, had not been seen from the engine, though looked out for, before starting. The engine was stopped as quickly as possible, but was slightly foul of the up line, and had not time to get back when the engine of the Widnes train came into collision with it. This train, which consisted of a tank engine, running tank first, guard's van, one second-class, one first-class, and three third-class carriages, had left Widnes ten minutes late, and was about equally late in approaching St. Helens, where it was due at 12.55. The driver, who had never before this day driven the Widnes train, and had been employed as an extra driver off and on for two years, states that he whistled for the canal bridge signals, which were lowered for him, that as soon as he caught sight of the single engine moving over the crossing he immediately reversed (his steam was shut off), and had his breaks applied, and that his speed was very much reduced (stated by the guard to be six miles an hour) when he struck the other engine. Nothing left the road in the passenger train, and the only damage sustained was the bursting of the tank and the breaking of one of the engine buffers. In the single engine the tank was damaged, the side framing bent, and the leading and driving wheels thrown off the rails.

In contradiction to the driver of the single engine, the bridge signalman declares that he gave this driver (who was looking towards him) an arm signal to stop

before he had commenced to move through the cross over road; and that even had he not seen the arm signal he should have seen the bridge signal lowered for the approach of the Widnes train, this latter signal being well understood to be equivalent to a stop signal for an engine about to use the crossing.

In the absence of any independent evidence to decide this point, I think it possible that the driver may have put his engine in motion just before the bridge signal had been lowered, or he had received the arm signal from the signalman, and that, similarly, the signalman may not have seen that the engine was in motion when he lowered his bridge signals and gave the driver the stop signal. I should therefore hesitate to throw blame on either of these men.

The accident is rather to be attributed to the signalman not having control of the points of the cross-over road, which should be so interlocked with his signals as to prevent his opening them for anything to cross from one line to the other unless his signals are all at danger. It would be also, I think, desirable that the cross-over road should be removed to the north side of the canal bridge, so as to concentrate more the working of the station, and save much of the crossing and re-crossing of the opening bridge which now goes on. The up distant bridge signal should also be heightened so as to be made visible to the signalman.

I have, &c.

The Secretary
(*Railway Department*),
Board of Trade.

C. S. HUTCHINSON,
Lieut.-Col. R.E.

A copy was sent to the Company on the 19th July 1869.

LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 9th July 1869.

SIR,

I have the honour to state, for the information of the Board of Trade, in obedience to your minute of the 9th ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 4th ultimo, midway between the Sutton Oak station and junction, between a light engine and a passenger train, on which occasion three passengers are stated to have been slightly injured.

The main lines of the Liverpool and Manchester and St. Helens Railways, both belonging to the London and North-western Railway Company, are connected together by a short single line about half a mile in length, which starts from the St. Helens Junction station on the Liverpool and Manchester Branch, and joins the St. Helens Railway at the Sutton Oak junction, distant about 330 yards from the Sutton Oak station, which is somewhere about $2\frac{1}{2}$ miles from St. Helens.

The short single line commences with a rising gradient of about 1 in 1160, and continues for about 6 chains in length, and from thence to the Sutton Oak junction it rises 1 in 377. The St. Helens Railway descends on a steep incline of 1 in 81 from the direction of Widnes to the Sutton Oak junction, and from thence to Sutton Oak station it is on a falling gradient of 1 in 146, passing round a sharp curve of about 15 chains radius. Neither the St. Helens Railway nor this short connecting line were inspected by an officer of the Board of Trade, as both were opened prior to the establishment of the Railway Department.

The passenger traffic between St. Helens junction and St. Helens is worked by a single engine. The Warrington goods train is due to start from St. Helens junction for St. Helens at 7h. 25m. a.m. On the morning in question, it left at about its proper time, and passed Sutton Oak junction shortly after 7h. 25m. a.m., and stopped at Sutton Oak station to

shunt, the train being left standing on the curved line between Sutton Oak junction and Sutton Oak station.

It was followed past Sutton Oak junction at 7h. 35m. a.m. by a light engine from the Sutton Oak junction engine sheds, which drew up about 10 or 12 yards behind the tail of the Warrington goods train. The signalman at the Sutton Oak junction, having lowered both the distant and the junction signals for the engine to pass, although the distant signal worked from the Sutton Oak station, which stands on the western side of the St. Helens Railway, immediately opposite to the junction signals, was on at danger, in order to cover the shunting operations of the Warrington goods train. The driver of this light engine was cautioned by the junction signalman, either by hand or by word of mouth, to keep a good look-out for the train in front of him, and the driver admits that he saw the train as soon as he passed the junction, and pulled up, as I have already stated, a few yards behind the goods train.

The 7h. 35m. a.m. passenger train from St. Helens junction on the Manchester and Liverpool Railway to St. Helens left St. Helens junction at 7h. 40m., or 5 minutes late. It consisted of engine and tender, 5 carriages, and a guards' break van with a guard riding in it, at the tail of the train. As it approached the Sutton Oak junction, the driver found the distant signal worked from the junction and the junction signal on at danger against him, and he ran past the distant signal, and whistled for the junction signal to be taken off, and the signalman did, as he had already just done for the light engine, lowered the junction signal for the train to pass, while the distant signal worked from the Sutton Oak station still stood at "danger" at the opposite side of the line, and the signalman could from his post see the light engine standing on the line on which the passenger train was to travel, about 180 or 190 yards from the junction.

The junction signal was lowered for the passenger

train to pass when it was 400 yards distant from the junction, according to the driver of the passenger train, or from 200 to 300 yards, according to the signalman; and the latter says that he showed the driver first a green flag, and on finding that he did not shut off his steam, next a red flag, and as he passed the junction at 7h. 42m. spoke to him, and asked him if he did not see the Sutton Oak station distant signals standing at danger, and then the driver of the passenger train shut off the steam, and sounded the whistle for the guard's break.

The driver of the passenger train, on the contrary, asserts that he shut off the steam as he passed the Sutton Oak junction distant signal; that he did not receive any caution from the signalman by flag as he approached the junction, but admits that he was spoken to as he passed it, at which time, however, he could see the light engine ahead. He says he was travelling about 12 miles an hour as he passed the junction, and 6 miles an hour when he came into collision with the light engine, which had been moved up close to the tail of the Warrington goods train, when its driver saw the passenger train approaching at a speed which he estimated at 7 or 8 miles an hour, before the collision took place.

The effect of the collision was to break the buffer plank and two buffers of the light engine, and also two buffers on the passenger train engine. Nothing was thrown off the rails, and no damage was done to the carriages.

I think the company's servants, the signalman at Sutton Oak junction and the driver of the passenger train, are less to blame than the company's management in permitting such a system of working traffic to have continued up to this time. The place where the collision occurred is described as a "busy" corner, and the absurdity of permitting the Sutton Oak junction signalman to tell a driver going to St. Helens by signal that the line is clear for him to proceed, while there is a signal staring him in the face at the opposite side of the line which says directly the reverse, must be apparent to every one.

The company contemplates doubling the line between St. Helens junction and Sutton Oak junction, and a new signal box has been erected at Sutton Oak junction for many months past, which I understand is to be provided with proper locking apparatus. I trust the objectionable system of working above referred to will then be altered, and I call attention to the circumstance, as it seems doubtful whether the 2nd line of rails and this junction will be inspected by an officer of this department.

The collision could not have happened if the traffic had been worked on the absolute block system.

*The Secretary
(Railway Department),
Board of Trade.*

I have, &c.,
W. YOLLAND, Col.

A copy of the above report was sent to the company on the 5th August 1869.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 24th July 1869.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 25th ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 23rd June between a passenger and a goods train at the New Cross station of the London, Brighton, and South Coast Railway.

There were a very large number of passengers in the passenger train, and of these many received cuts, bruises, or contusions; one had the small-bone of an ankle broken, two are returned as very seriously injured, 36 as seriously, and 49 as slightly injured. One of the number has subsequently died, but I am not enabled to say whether the death was due to the injuries then received. Out of 568 passengers which the train was supposed to contain, claims either for personal injury or damages have been received from no less than 350 passengers; and three of the company's servants are also returned as being hurt, one of the number somewhat seriously in the back.

New Cross station is situated at the foot of a long incline of about 1 in 100, which extends to within a short distance of Forest Hill station, 2 miles and 55 chains from New Cross. This portion of the London, Brighton, and South Coast Railway Company's system is worked with the assistance of the electric telegraph, but not on the absolute block system, by which two trains are prohibited from being on the same line, between two telegraph stations, at the same time, as the signalman in the advanced signal box is authorized by the regulations to give "line clear as soon as a train has got quite within the protection of the semaphore as well as the distant signal;" and the signalman is further instructed, with reference to this rule, "not to clear the line until quite satisfied, by seeing the tail light or otherwise, that the train when passing is complete and entire."

There are two intermediate telegraph and signal stations between Forest Hill and New Cross stations. The southmost, or that nearest to Forest Hill, is called Brockley, and it is 1,540 yards from Forest Hill. The next, New Cross Bank, is 1,780 yards from Brockley, and 1,414 yards from New Cross station signal box. There are four lines of way between Forest Hill and New Cross, two up and two down; and the New Cross station up lines are protected by distant signals placed 1,252 yards south of New Cross station signal box, or about 162 yards north of New Cross Bank telegraph and signal box, and also by "stop" signals 140 yards south of New Cross station signal box. The New Cross station up distant signal can be seen close upon one mile and a half, and the semaphore up signal 730 yards, from New Cross station, while the tail lights on a train standing at the station can be seen 580 yards before the train is reached, if a good look-out be kept.

On the night of the 23rd ultimo, a special passenger train, consisting of 16 carriages, including two third-class carriages fitted with breaks and with two guards, left the Crystal Palace station for London at 11h. 10m. p.m. It reached Forest Hill at 11h. 22m., and left at 11h. 24m. It got "all right" signals at Brockley and New Cross Bank, as it passed those signal stations without stopping, and reached New Cross station about 11h. 30m., as it appears that the line was telegraphed "clear" back to New Cross Bank at that time.

When this passenger train arrived and departed from Forest Hill station, an up Croydon goods train, consisting of engine and tender, 22 trucks (of which eight were loaded), and two break vans, was standing in a siding. This goods train usually shunts for and follows the 11h. 15m. p.m. up passenger train from Forest Hill, and is due to leave that station at 11h. 40m. p.m.; but if the line is clear, and all the work has been done at Forest Hill, it is permitted to precede the 11h. 15m. p.m. train, as it did this night. According to the driver and head guard of the goods

train, it left Forest Hill at 11h. 25m., but according to the Forest Hill signalman at 11h. 28m., which agrees with the receipt of the telegraphic signal "train on line" at Brockley at 11h. 29m. and its passage past that signal station at 11h. 32m., the clock at Brockley being apparently one minute fast on the other clocks, and I have no doubt that 11h. 28m. was about the right time.

As it approached Brockley the distant signal was seen to be at "danger," but the signal was taken off before it was passed; it got an "all right" signal at Brockley, and the New Cross Bank up distant signal showed a white light, when the driver first saw it; the New Cross Bank signal exhibited a green or caution signal, as the signalman had only just received "line clear" from New Cross station for the passenger train. This signalman telegraphed "line clear" back to Brockley, showing that the goods train had passed at 11h. 33m., and the collision is said to have taken place at 11h. 35m. The driver admits that the New Cross up station, up distant, and up stop signals were all on at "danger" as he passed them, and that he saw a red tail light on the train standing at the station when he came in sight of it. The driver and fireman both state that the steam was shut off just after passing over the brow of the incline north of Forest Hill, and that it was not put on again until the driver had reversed his engine, on seeing, as he says, the tail light of the train standing at the station. The driver also declares that he whistled for the guard's breaks when he was about New Cross up distant signal, and that the tender break was applied before they reached it; the fireman, on the contrary, says the whistle was only sounded as soon as they could see New Cross semaphore up signal, differing by about 500 yards from the spot at which the driver says he sounded the whistle. Both agree, as well as the head guard, in saying that the speed was not more than from 8 to 10 miles an hour when they passed New Cross Bank signal box, and not more than 5 when the collision took place. The head guard names four miles an hour, and to judge from the little damage that was done to the rolling stock, estimated at about £40, I do not see any reason to question the rate at the time of the collision.

The head guard says his break was on before they reached New Cross Bank signal, and that it was whistled for as they passed it; he says also that his break was in good order, and that its wheels were skidded and fire flying from them. The under guard says the whistle was sounded for a signal to be taken off, and he looked out and saw that the New Cross station up distant signal was on at "danger," and he put his break on between the two over-bridges, which are near together, but did not put it sharp on, (this was just inside the New Cross station up distant signal,) and when he heard the whistle for the breaks he put it hard on, and it was hard on when they passed the up stop signal.

He admits that he was eating his supper as they were coming down the bank, on looking out of his break after quitting Forest Hill, and on seeing that the signals were all right. The signalman at New Cross Bank says that the New Cross station up distant signal was at "danger" when the goods train passed his box, travelling at the rate of 20 miles an hour, but he could not say whether the steam was on or off; that trains generally run cautiously by the New Cross station up distant signal when it is on at danger; that they shut off the steam, apply the breaks, and slacken the speed; that either the driver or the stoker of the goods train had his hand on the break, but the train was going so fast that he could not say whether the breaks were on or not. He also states that the engine whistled three or four times sharply after it passed his box, and that he never saw a train go by at such high speed before with the New Cross up distant signal at "danger" and his own signal at "caution."

The driver says he did his best to stop, and he is said to be a very steady man.

The collision took place about 15 yards north of the New Cross station signal. No vehicle was thrown off the rail, and the number of persons injured is to be accounted for by the large number in the train, many of them standing up and in the act of getting out.

The collision resulted from gross neglect on the part of the company's servants in charge of the goods train, more particularly the driver, and I am not assured, by any means, that the guards were attending to their breaks.

The collision would not have occurred if the traffic had been worked on the absolute block system; and here I desire to point out the necessity of carrying out that system thoroughly and not partially, because there can be no doubt that when drivers know that they are working under a telegraphic system they do not pay the same attention to the out-of-door signals as they would do if the telegraph were not employed; and they run past the danger signals at a higher rate of speed in consequence; generally, of course, without causing a collision at the station under the circumstances detailed in this report. In fact the telegraphic and the out-of-door signals should tell the same tale.

I have also to remark on the fact that the guards on this section are not required, under the company's regulations, to enter the times of the arrival and departure of their trains at the intermediate stations in their memorandum books, and there is in consequence great difficulty sometimes in arriving at the truth with respect to the speed at which they have travelled, or at what time a collision has taken place.

I have, &c.

The Secretary, W. YOLLAND, Col.
Railway Department,
Board of Trade.

A copy of the above report was sent to the company on the 9th August 1869.

LONDON, CHATHAM, AND DOVER RAILWAY.

SIR, 1. *Whitehall, 6th July 1869.*

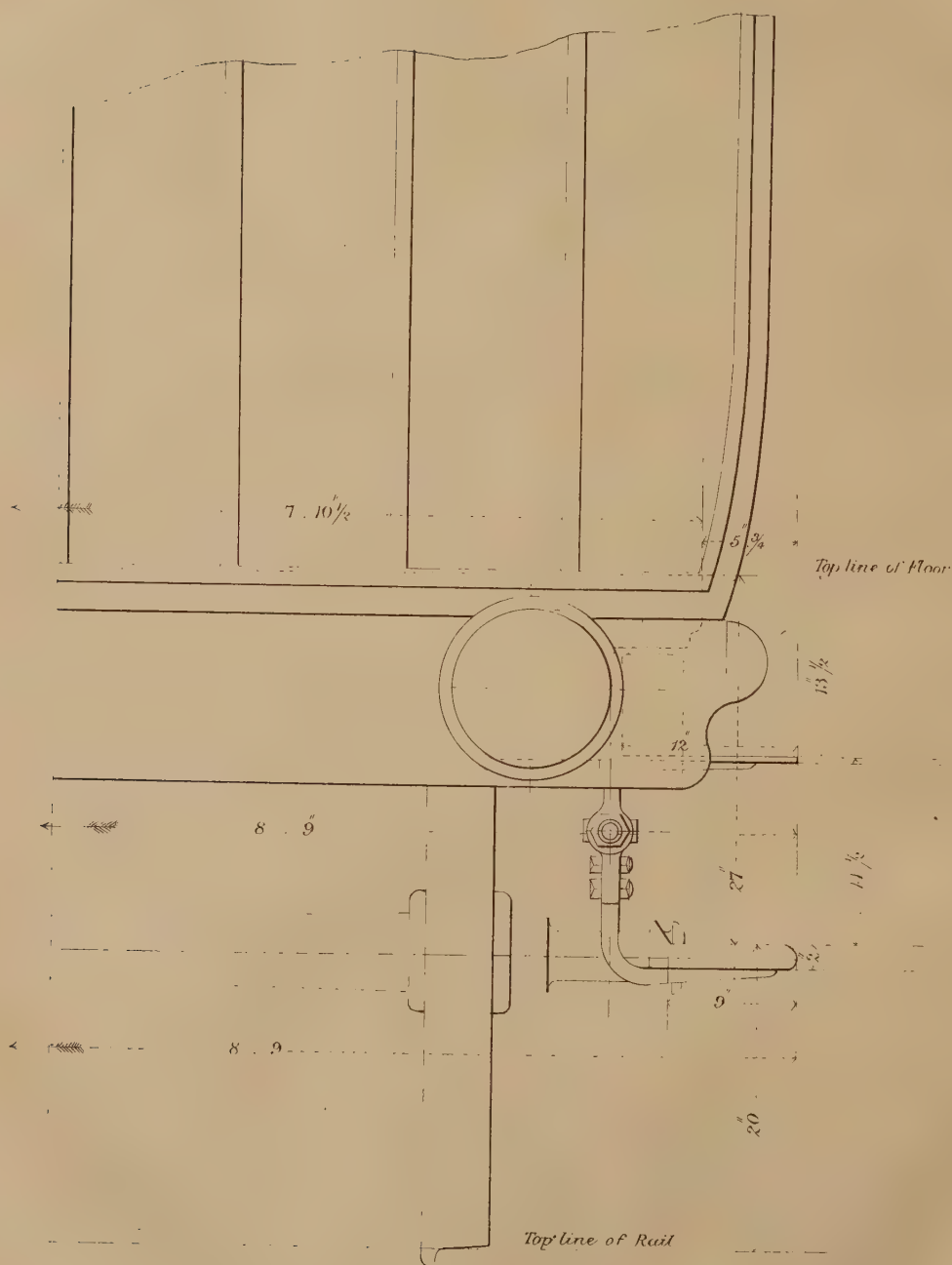
IN compliance with the instructions contained in your minute of the 3rd instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the fatal accident that occurred on the 23rd June to Mr. Richard W. Jennings, while leaving a train in motion at the Bickley station of the London, Chatham, and Dover Railway.

Mr. Jennings was a passenger by the 7.8 p.m. train from the Ludgate Hill station, which was composed on the day in question of an engine and tender, eight

carriages, of which one was a break-carriage, and a break-van. This train reached Bickley in due course at 8.3, and several passengers alighted from and joined it, while it remained at that station for rather more than a minute, one minute being the time allowed for the stoppage. Mr. Jennings was perfectly well known at the station as a season ticket holder, residing within 200 yards of it. He rode in a first-class carriage, in the Ludgate Hill portion, near the middle of the train. The station-master gave the guard a signal to start, and the guard blew his whistle in the usual manner to the engine-driver,

LONDON, CHATHAM & DOVER RAILWAY
SKETCH SHEWING DIMENSIONS OF
STEP OF 1ST CLASS CARRIAGE.

N^o 118.



HALF END VIEW.

as soon as the passengers appeared to have got into and out of the train, and the work thus to have been completed.

The ticket-collector stood at the exit gate. The head guard stood on the platform, four carriage-lengths behind the engine, and with his face towards the engine, after blowing his whistle. The second guard stood six carriage-lengths behind the engine, and opposite a second-class carriage, next in front of the one in which Mr. Jennings rode. A groom in the employment of Mr. Spence, a gentleman residing in the neighbourhood, stood at the north corner of the bridge over the line, looking down upon the train.

From the joint statements of these men, I learn the following particulars of the accident:—Just as the train started, the ticket collector saw a passenger put his head out of a carriage window, and his hand on the door-handle, and heard him call out "Stop the train; oh, pray do stop the train." Seeing that the passenger tried to open the door, he rushed forward to endeavour to prevent him from doing so, and starting from within 10 to 12 paces of the carriage, he reached it just as the passenger had opened the door and was attempting to get out. The under guard, on seeing what was occurring, turned to the engine-driver, whistled, and held up both his arms to stop the train. The head guard looked round, on hearing the ticket collector call out, "Hold on, stop, there's a gentleman wants to get out," and saw the under guard whistling and signalling to him with the same object.

The engine-driver was on the off side of his engine, and his attention was called by his fireman, who rode on the near side, to the signal of the head guard. The driver then looked back, and saw several passengers getting out, and stopped his train after it had travelled forward "not more than 10 or 12 yards," and then went back to see what was the matter, and to assist the passengers and the other servants of the company in extricating the passenger who had by this time fallen under the carriage step, and who proved to be Mr. Jennings.

It seems probable that Mr. Jennings (who had started for London at 7 a.m. that morning) had been sleeping on the way down to Bickley in the evening, had thus omitted to get out of his carriage in the first instance, when the train reached Bickley, and only awoke as the train started forward again from that station. His hat was found in the netting, and his over-coat, bag, gloves, and newspaper remained on one of the seats of the carriage after the accident. When the ticket-collector reached the carriage as above described, Mr. Jennings threw himself upon him, and dragged him down as the train went forward. Mr. Jennings, jumping in the wrong direction, fell between the carriage and the platform, and the iron step of the compartment next behind that in which he had been sitting caught him, as he twisted round, on the left thigh. His head and his legs fell together between the iron and the wooden steps, and his back having been against the platform, he remained crushed, as the train stopped, in that position. He is said to have had no bones broken, nor any apparent injury, except a scratch on his hand and a bruise on his back, but the shock to his system caused instant death. The only words he uttered were, before the train came to a stand, "Make haste, quick, quick, I'm dying." The ticket collector's arm, which was under Mr. Jennings, fell also between the platform and the carriage.

It would appear, then, that Mr. Jennings met with this unfortunate accident, and his death, in attempting to leave the train as it was starting from the Bickley station, and that the servants of the company who were present did all that was in their power to save him. But certain suggestions have been made with reference to this accident, for the improvement of the carriages and platforms, with a view to the prevention of fatal consequences in other cases. It has been observed that the extra width adopted in some of the London, Chatham, and Dover Company's carriages, causes them

to overhang, and leaves less clear space on the upper door step for the foot of an alighting passenger. It is suggested that the upper steps should (similarly to the footboards below them) be continuous in place of being isolated and of small width; that they should be constructed of wood, in place of iron; and that there should be continuous hand-rails, and a more convenient handle at each door.

A section of the particular carriage, No. 118, from which Mr. Jennings alighted on the evening in question, and under the door step of which he was killed, is shown in the accompanying diagram. The width of that carriage is 8 ft. 1½ in. at the level of the floor, and 8 ft. 5 in. at the window sill, outside measurement. The foot-board (on a level with the axle) is 9 in. wide, and runs continuously from end to end. The door-steps, 14½ in. above the foot-boards, and 13½ in. below the floor, are 11½ in. wide by 9 in. long. The bottom of the carriage overhangs the door step by 7 in., but there is a recess of 2 in. when the door is opened, so that there then remains 6½ in. of available tread in the step. The floor of the carriage is about 4 ft. above the level of the rails, and the foot-board is 20 in., and the door step 34½ in. above that level.

The down platform at Bickley station varies from 2 ft. 3 in. to 2 ft. 4 in. high above the rails, and is on the average 2 ft. 3 in. from them. There is a distance of 5½ inches between the foot-board (and door step) of the carriage, No. 118, referred to, and the edge of the platform.

The passenger carriages of the London, Chatham, and Dover Railway Company have been constructed at various times and on various models, though they may be generally divided into two patterns; those which are 8 ft. 5 in. or 8 ft. 6 in. wide, and those which are 7 ft. 6 in. to 7 ft. 9 in. wide. The principal part of the service is performed by the wider carriages. The wider carriages used for the service between Ludgate Hill and Victoria and the Crystal Palace have wooden foot-boards above and below, and no iron door-steps; and no inconvenience is found in this arrangement for the metropolitan traffic, the platforms being of nearly uniform height, and nearly on a level with the upper foot-boards. The carriages for main line duty have iron door steps above the wooden foot-boards similar to those described for No. 118. The platforms not being so high on some sections of the main line, any more than at some stations of foreign lines to which these carriages run, the original mode of construction has been adhered to. It is considered that the door-step is more convenient than a continuous upper foot-board, in cases where the platforms are low, and that when, occasionally, passengers are compelled to alight from the carriages, or to get into them, without platforms, the upper foot-board, if continuous, increases the difficulty.

A continuous upper foot-board might have prevented Mr. Jennings from meeting with his death in the particular mode above described; but neither the width of the carriage, nor the arrangement of the door-step contributed to his fall in the first instance, as he appears to have thrown himself out upon the ticket collector, without attempting to use the step. The wider carriage, while being under the disadvantage of overhanging the door step on the one hand, may be said to be safer on the other hand, in leaving less space from the side of the carriage to the platform, and rendering it less liable for a passenger to fall between them. The twin or short-buffered carriages, such as are commonly used for metropolitan traffic on the London, Chatham, and Dover Railway, have most of them continuous upper foot-boards; and the bodies of those carriages being within about 12 in. of each other at their ends, there is the less liability for a passenger falling on the platform to get between them.

It would, no doubt, be an advantage, not only on the London, Chatham, and Dover Railway, but upon all railways, that the platforms should be of uniform height, and the foot-boards to correspond; but unfortunately great differences of opinion have prevailed

as to whether high or low platforms were on the whole most desirable, and there has been a corresponding difference in practice amongst the engineers by whom the different railways have been constructed. With continuous upper foot-boards, it has been found impossible to examine the axle-boxes, and apply when necessary oil or grease to them at the stations, and recesses have, to meet the difficulty, been cut in the foot-boards.

As regards the question of a continuous hand-rail, it has its advantages and its disadvantages. In the case of the narrower carriages, the only objection to it is that it is not considered desirable to encourage passengers to traverse the foot-boards; but in the case of the broader carriages, there would be absolute danger to the servants of the company, as well as to any passenger standing on the foot-boards while the train was in motion, by reason of the narrowness of the works, against which I had occasion, it will be remembered, to protest, before certain portions of the line were opened for traffic.

The number of accidents that occur in consequence of passengers attempting to enter or leave trains in motion renders the subject worthy of the most serious consideration. Amongst the suggestions that have been made is one for placing a netting between the ends of the carriages, to prevent such passengers from falling between them. I ventured to point out, in a memorandum not long since on the question of locking carriage doors, that a second latch fastening, judiciously placed, below the level of the door-handles, such as is employed on the continent, would be a good remedy; and as it does not require a key to unloose it in case of necessity, such a fastening has, in fact, nearly all the advantages, and hardly any of the disadvantages, of locking the carriage-doors.

I have, &c.

R. G. W. Herbert, Esq.,
Board of Trade.

H. W. TYLER.

A copy of the above report was sent to the company on the 23rd July.

MANCHESTER, SOUTH JUNCTION, AND ALTRINCHAM RAILWAY.

SIR, *Stretford, 24th July 1869.*

IN compliance with the instructions contained in your minute of the 21st instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 16th instant between a passenger train and a cattle train, at a siding between the Old Trafford and Stretford stations, on the Manchester, South Junction, and Altrincham Railway.

In preparation for the Royal Agricultural Show at Old Trafford, $2\frac{1}{4}$ miles south-west of Manchester, a siding west of the Old Trafford station was lengthened in the middle of June, and a cross-over road was put in, about 850 yards west of the Old Trafford station, to communicate from both lines with the siding, which was constantly used from the beginning of July to the opening of the show on the 19th instant, for unloading implements and cattle. A distant signal, worked by a wire, and in charge of a man specially appointed, was erected about 485 yards to the west of the cross-over road for the protection of trains using it or standing on the main line. This new distant signal is visible very indistinctly (against a bridge of brickwork over the line) from the Stretford station, 1,288 yards from it, but distinctly from, say, 500 yards.

Printed instructions were issued by Mr. Kirkman, the secretary of the Manchester, South Junction, and Altrincham Railway, dated "July 1869," of which a copy is enclosed, in regard to the working of the cross-over road and the new signal protecting it.

The Manchester, South Junction, and Altrincham Railway is ordinarily worked by telegraph, but not on the *block* system. It is divided for this purpose into two divisions. The South Junction line from London Road to Ordsal Lane is worked as one system, and the Altrincham Branch, between Castlefield Junction and Altrincham, as another, the trains being more numerous on the former. There are two single-needle instruments, one for each line, in the cabins at Old Trafford and Stretford (on the Altrincham Branch), besides a bell instrument. Any train starting from or passing Stretford is telegraphed to Old Trafford, and the needle in the Stretford cabin is kept at "train on line" until such train has passed Old Trafford. As long as the Stretford needle from Old Trafford shows "train on line" it is the duty of the Stretford signalman, under the printed regulations herewith enclosed, to show a *danger* signal until his needle is again turned to *line clear* from Old Trafford.

On the South Junction line the working is so far different that, "at the expiration of two minutes from the passage of a train, the caution signal must then be substituted for the danger signal, which caution signal will indicate to drivers that the previous train has not passed out of the next length."

On the 16th instant the 8.25 a.m. London and North-Western passenger train from Warrington to Manchester left the former station punctually, consisting of an engine and tender, seven carriages, and a break van, and left Timperley at 9.4 a.m., according to the engine-driver, four minutes late. It was not due to stop at Stretford, but was exceptionally timed to stop at Old Trafford, for the convenience of the Show, from the 12th July. In approaching Stretford the engine-driver found the distant signal at "all right," and the home signal at "caution," which he took to mean that the previous train had left Old Trafford. He had not received any notice of the additional signal which had been erected, working from the cross-over road, near the Show siding, nor any instructions in regard to that siding. He had simply been ordered by his guard to stop at Old Trafford passenger station. He only worked over this section of the line twice in every six days, and he saw the new signal at danger for the first time as he approached it; and when he was within 150 yards of it he noticed that it was at danger, though he had no idea as to what place it was intended to protect. He shut off his steam, applied his break, reversed his engine, and did his best to stop his train. He was unable to do more than reduce his speed from 40 to about 5 miles an hour before he struck the engine of a South Junction cattle train standing on the main up line, 494 yards within the new signal. He has worked on the line for three years, and he appears to have run four times in each direction past the signal in question since it has been erected.

The buffers and buffer plank of his engine were broken, but he was able to take his train forward after the collision. The passenger carriages were not much damaged. Fifteen passengers have complained of injury. None of the servants of the company appear to have suffered. The fireman jumped off the engine, but the driver remained on it at the time of the collision.

The engine-driver went to Edgehill, to his locomotive shed, after the collision, and he found that the circular alluding to the cross-over road and signal above referred to had not even then been posted on

his notice-board. But he received a copy of the circular, forwarded to him from Mr. Marshall's (locomotive) office at Edgehill, while he was making a report on the accident. He had, he says, always in the previous working of the line been signalled forward by the signalman with a green flag, while the Stretford station signal was at danger, whenever there was a train on the line between Stretford and Old Trafford, but he saw no flag exhibited by the signalman on this occasion.

The cattle train which thus obstructed the main line left Lincoln at 2.50 a.m., and reached Old Trafford at 8.15. It consisted of an engine and tender, ten cattle trucks, and a break-van, and brought cattle for the Show. It was sent on from Old Trafford to the Show siding, and arrived there at 8.20. It was shunted partly into the siding and partly on the up line, while a passenger train passed on the down line. The siding having been partly occupied by waggons which the engine could not move, the cattle train could not be put in altogether, where it was wanted, at the west end of the siding, and it was next shunted to the down line (from Manchester), while a passenger train passed on the up line (to Manchester). When the up train had passed, about 8.55 a.m., the cattle-train went again into the siding, to draw up some cattle-waggons to be unloaded; and it had then to go on the down line, on its way out of the siding, so as to back along the up road, to let the 8.50 a.m. passenger train pass from Manchester to Bowden. While it was so standing on the up line, the collision occurred as above described.

The driver and guard saw the passenger train coming, and had time to get the train into backward motion before the collision occurred. Scarcely any damage was done to the cattle train or its contents, as its engine was much heavier than that of the passenger train, but the guard of the cattle train thought that the London and North-Western passenger train was going at 15 miles an hour when the collision occurred, while the station agent at the Show siding estimated the speed at 10 to 12 miles an hour.

The 8.50 a.m. ordinary South Junction passenger train from Manchester to Bowden met the above London and North-Western passenger train about 200 yards on the west of the point of collision. The former train is then stated to have been travelling at 15 miles an hour, and the engine-driver of that train considered that the London and North-Western train met him at a speed of 20 to 25 miles an hour, while the guard believed it was travelling, when he saw it first, at 20 miles an hour, and when it was opposite to his train at 15 miles an hour. The driver of the London and North-Western train was then doing his best to pull up; and the driver of the South Junction train held up his hands and whistled, as signals of danger, because he feared a collision, though he thought the London and North-Western driver might have been able to stop short of the cattle train.

The cabin at Stretford, from which the signals are worked, and in which the telegraph instruments are placed, is 120 yards to the east of the station. The signalman, who had done duty for 12 months in that cabin, had come on duty at 7 a.m. He had received from the station-master, about the 12th or 13th July, special verbal instructions as to the working of his signals during the period of the Show. He was told not to let any train pass through the Stretford station without exhibiting a caution signal at the semaphore post on the platform. Previously to the show the signalman had been in the habit, in accordance with his printed instructions, of keeping his platform signal at danger as long as there was a train on the line between Stretford and Old Trafford, until the arrival of another train.

His evidence was a little confused as to what was his practice on the arrival of a second train before the preceding train had passed Old Trafford. As regards a non-stopping train he either brought it to a stand, or nearly so, before lowering his platform signal to caution and waving it forward with a green flag. As regards a stopping train he states that he kept his

platform signal at danger for about two minutes, and then lowered it to caution, and showed a green flag from his cabin window, if the telegraph needle still showed "train on line" between Stretford and Old Trafford.

On the 16th instant, the signalman saw the 8.25 a.m. London and North-Western train from Warrington approach Stretford at 9.8 or 9.10, and he had set his platform signal at caution a quarter of an hour previously. As far as he knew, the line was clear to Old Trafford, and he therefore showed no flag, and made no hand-signal to the engine-driver of the above train. He had received the signal "line clear" for the previous train to Manchester from Old Trafford about a quarter of an hour previously, and he had of course no means of knowing that the up line was obstructed by the cattle train which had been shunted on to it after arriving from the opposite direction.

Twenty copies of the printed instructions above referred to, to "engine-men, guards, and others," were supplied by the secretary of the South Junction Railway Company to the district superintendent of the London and North-Western Railway Company at Liverpool on the 2nd July, but were only received by him on the 5th July, and a second supply of a hundred copies was forwarded in like manner on the 8th July, on the request of the London and North-Western superintendent, and were received by him on the 9th July, for distribution amongst the London and North-Western engine-drivers and guards working on the South Junction line. These instructions do not state the date at which the new signal was to come into operation, but it was intended that it should be obeyed for the remainder of the month of July. The district locomotive superintendent of the London and North-Western Railway Company at Edgehill received six or eight copies of these printed instructions about the 10th or 12th July, and they were placed in the cabin in the steam-shed. Some of the engine-drivers obtained copies, but there were not enough copies for all the drivers; and not having the name of the London and North-Western general manager, locomotive superintendent, or of the out-door superintendent, the notice was not posted up in the steam sheds. For want of a date, the district locomotive superintendent was uncertain as to when they would come into operation, and he therefore did not speak to his men about them.

According to the statement of the station-master at Stretford, the practice of the signalman at that station was to keep his platform-signal at danger as long as his telegraph-needle indicated "train on line" between Stretford and Old Trafford, until the arrival of another train; on the approach of another train, either before or after it had been brought actually to a stand, he would lower his platform signal to caution and "wave" the second train forward with a green flag. The station-master, in consequence of instructions from the telegraph-inspector, verbally directed the signalman, on the 14th July, "not to lower his platform signal, below caution for the up road," even when the line was given clear by telegraph from Old Trafford.

The engine-driver of the passenger train appears, by his own account, to have run faster than was prudent after passing the platform-signal at caution at Stretford, though it is true he might have expected, in accordance with previous practice, a green flag to be shown from the signalman's box, and the platform signal to be at danger, if there had been a train on the up-line between Stretford and Old Trafford, and for that reason a "train on line" telegraph-signal in the cabin. And even the signalman himself could not have been aware, as above stated, of the obstruction at the Show siding. The telegraph-system in force was clearly not applicable to the traffic coming from Old Trafford towards Stretford, stopping short of Stretford, and shunting from one line to the other, as above described, at the show siding. No notice was sent to Stretford by telegraph of the cattle train when it passed Old Trafford in the direction of Stretford, because the signalman at

Old Trafford knew that it was going no further than the Show siding, and that it would only embarrass the signalman at Stretford to telegraph to him a train of which he would not see anything, and about the subsequent movements of which neither of them could know anything. There was in fact interposed in a system of telegraph-working, a temporary shunting station for the traffic of the Royal Agricultural Show, which was worked independently of the telegraph, and to which the telegraph circuit did not apply; and further, the view on the immediate approach to this temporary shunting station was obstructed by a bridge over the railway. It is true that there was a distant-signal, as above described, worked by a wire, specially provided for the protection

of the traffic; but the more perfect arrangement would have been the erection of a temporary signal-cabin, properly supplied with instruments, and worked at the show siding as an intermediate telegraph-station between Old Trafford and Stretford; and this is the system which should be adopted in future cases of a similar description. It would also be a great improvement as regards safety and regularity of working if the *block* system of telegraph were adopted in place of the less perfect system, or rather systems, now in force on the South Junction line and the Altrincham Branch.

I have, &c.

R. G. W. Herbert, Esq.,
Board of Trade.

H. W. TYLER.

MANCHESTER SOUTH JUNCTION AND ALTRINCHAM RAILWAY.

ROYAL AGRICULTURAL SHOW
At Old Trafford, July, 1869.

Notice to Enginemen, Guards, and others.

A temporary cross-over road, for the purpose of working traffic in and out of the siding, has been laid at a distance of 850 yards or thereabouts, on the Bowdon side of Old Trafford station, and a signal to protect it for the up line has been fixed on the down line side, at a distance of 500 yards, or thereabouts, from the cross-over road.

An arm is attached to the station up distant signal post, and will be used for the purpose of protecting the down line.

These signals will be worked from the cross-over road, and must not be passed when at danger, but regarded as positive stop signals, and drivers on approaching these signals must have their trains well under control, so as to be in a position to pull up at once if required.

JAMES KIRKMAN,
Oxford Road station, Manchester, Secretary.
July, 1869.

INSTRUCTIONS TO SIGNALMEN FOR THE TELEGRAPHIC SIGNALLING OF TRAINS AND ENGINES.

Instruments and bells (the latter for calling attention) are fixed in the signal boxes upon certain sections of the railway, for which see the working time books for signalling trains and engines travelling upon either line, the instruments being labelled "up line," or "down line," as the case may be.

By each needle three signals can be indicated, namely:—

Needle to the left	-	-	"Train on line."
"right	-	-	"Line clear."
"vertical and immovable			"Line blocked and impassable."

1. Upon the near approach of a train or an engine the bell must be rung, and the needle must be moved to call the attention of the signalman at the station in advance. The signalman at the station in advance must thereupon hold his needle over to the right for a moment, to show that he is ready to receive the signal, which must be given according to the following code:—

For a passenger train—one beat of the needle to the left.

For a goods or mineral train—three beats of the needle to the left.

For a ballast train or light engine—four beats of the needle to the left.

2. The signalman at the station in advance must repeat the beat or beats, registering on his slate or indicator the description of train signalled, and blocking his needle over to the left ("Train on line") until the train or engine has safely cleared his station, unless

the needle is required to be unblocked for the receipt of a signal of a succeeding train.

3. Instantly upon the passage of any train or engine passing over the South Junction Line (as between London Road and Ordsal Lane), the signalman must turn on his Main Danger Signal, and continue to exhibit that signal (or, as herein-after instructed, the caution signal) until he receives a telegraphic signal "Line clear" from the station in advance. Should "Line clear" not be received at the expiration of two minutes from the passage of a train the caution signal must then be substituted for the danger signal, which caution signal will indicate to drivers that the previous train has not passed out of the next length.

4. On the Altrincham branch (as between Castlefield junction and Altrincham) the main danger signal must continue to be exhibited until the section ahead is telegraphed as "Clear." Any train arriving within this period must be brought to a stand, and the driver must be warned of the train in advance, and then be allowed to proceed.

5. Distant signals must not be used when the main signals are turned on merely to indicate that a train is on the length to the next telegraph station; they are only to be turned on to danger when there is a train, or other obstruction, occupying the main line at or near the station.

6. If a train or an engine arrives at station A before the previous train has been telegraphed as having passed the station in advance—station B—the signalman at station A must again ring the bell, and call the attention of the signalman at station B, and signal such succeeding train precisely in accordance with the foregoing instructions.

7. So soon as the line is clear from station A to station B, the signalman at station B must ring the bell and move the needle, to call the attention of the signalman at station A, who will hold his needle over to the right for a moment, to show that he is in attendance. The signalman at station B must thereupon give one beat of his needle to the right, to denote "Line clear," which the signalman at station A will respond to by blocking his needle over to the same signal—"Line clear."

8. If more than one train has been signalled from station A, the signalman at station B, having registered them upon his slate or indicator, must cross them off his slate or take the pegs out of his indicator, as each train passes him, and must not telegraph "Line clear" until the last of the trains has cleared his station.

9. Should a train pass a signal station without a tail lamp on the last vehicle, the signalman must continue his needle blocked to "Train on line" until the next train passes him complete, that he may feel satisfied the line is really clear; and likewise, if a passing train is travelling slowly, or appears likely to fail, the blocking of the needle to "Train on line" must be maintained until time has been allowed for the train to make some progress over the succeeding section.

10. In the event of a signalman observing anything unusual in a train during its passage past his signal-box, such as signals made by passengers, goods falling off, a vehicle on fire, a broken axle, a broken spring, &c., he must, upon ringing the bell and obtaining the usual response from the station in advance, give six distinct beats of his needle to the left, meaning "Stop approaching train," and the signalman at the station in advance, must instantly turn on his danger signals to stop such approaching train.

11. If a needle suddenly becomes vertical, showing the "Line blocked" signal, it must be taken to mean that the wire has been disconnected by the guard of a train travelling upon the section as an intimation that the line is blocked and impassable, and the driver and guard of any succeeding train must be informed accordingly during the continuance of the block. If, however, it be ascertained that no block has taken place, but that the vertical and immovable condition of the needle is owing to the fact of the telegraph being accidentally out of order, the signalman must, until the telegraphic communication is restored, work his signals in accordance with Rule 25 of the General rules.

TRAIN TELEGRAPH BETWEEN OXFORD ROAD AND ALTRINCHAM.

Instructions to Engine Drivers, Guards, and Breaksmen.

1. On approaching a telegraph station, should the signal be at danger, the driver must bring his engine to a stand at the signal, and wait verbal instructions from the signalman in charge.

2. Should the preceding train have passed the signal more than two minutes on the South Junction line, the caution signal will be shown, which is to indicate that a train is travelling on the length

between that and the next signal station, and when thus cautioned the driver may proceed, having his train under such control as to enable him, if necessary, to bring the train to a stand on sighting the preceding train.

3. The signal will indicate all right when the line is clear to the next signal post.

4. The two lowest telegraph wires are the train telegraph wires, and are fixed one on each side of the telegraph poles, the wire on the down line side of the pole being the wire for the down trains, and the wire on the up line side that for the up trains. Certain telegraph poles have a special description of insulator belonging to these two lower wires, with a loop of wire joining them, as shown in the sketch.

5. Should a train break down and obstruct the line, the guard or breaksmen must immediately proceed to the nearest telegraph pole having these loops, and break the small spiral wire of the loop or loops referring to the line or lines obstructed. He will thus give notice of the obstruction to the stations on each side, so that all other trains will be cautioned.

The guard will not, however, neglect the usual precautions taken in such cases to stop approaching trains as set forth in the company's rules and regulations.

6. Before the train starts again on its journey, the guard or breaksmen must make good the broken loop or loops, by securely twisting together the broken ends of the small spiral wire or wires. He is also to leave a written notice at the first station, that the station master may report the fact at once, in order that the wires may be repaired in a permanent manner.

Every derangement of the wires or apparatus is to be reported in the same way.

7. Should an engine, travelling without a train, come to a stand, the fireman is to perform the duty pointed out to the guard.

The above report was sent to the company on the 18th August 1869.

MIDLAND GREAT WESTERN RAILWAY OF IRELAND.

*Board of Trade
(Railway Department),
Whitehall, 14th July 1869.*

SIR,

In compliance with the instructions contained in your minute of the 24th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred, on the 2nd June last, at Clonsilla junction on the Midland Great Western Railway of Ireland.

Clonsilla junction is about $7\frac{1}{2}$ miles to the west of Dublin. The Dublin and Meath Railway joins the Midland Great Western Railway at this place.

On the 2nd June, a train, which consisted of an engine and tender, 41 loaded goods and cattle waggons, and a break van at the tail of the train, arrived at Clonsilla junction from Athlone at about 3.55 p.m.

The driver of this train stated that he approached the junction with the steam shut off. The speed of the train at the time is stated to have been about five to seven miles an hour. The engine and the front waggon of the train passed safely over the diamond crossing at the west side of the junction, but the second waggon of the train got off the rails at the crossing, and six other waggons left the rails before the train was brought to a stand.

The signalman on duty at Clonsilla junction noticed that the waggon was off the rails before the engine had reached his hut. He signalled to the driver, who also felt the jerk, and the train was brought to a stand when the engine had got 100 yards

beyond the junction box, and before the tail of the goods train had passed over the diamond crossing.

One of the goods waggons was turned over into the canal, which runs alongside the railway at the spot, two other waggons were thrown on the bank, two were thrown to the opposite side of the line, one was turned over on its side on the line, and the seventh had its wheels torn off. These waggons had become detached from the waggon next to the engine, which remained on the rails, but they remained attached to the hind part of the train. A herd, who was in charge of some of the cattle that was being conveyed to Dublin by the train, is the only person that is reported to have been injured.

The Midland Great Western Railway is straight from Clonsilla station to the junction with the Meath Railway. These points are about half a mile apart.

The Meath Railway forms a continuation of this straight portion of the line, and the Midland Great Western Railway curves towards the south-west, on a radius of 30 ch. from the point of junction of the Meath Railway.

The slope of the diamond crossing where the waggon got off was about 1 in 12 at the time of the accident. Such a crossing gives about 4ft. 6in. of space between the points of the crossing, where the wheels of vehicles passing through the crossing are free from check, except at the narrow throat at the centre of the crossing, which acts as a strong and firm guide for the wheels.

Vehicles are liable to leave the rails when passing

over these long crossings if the train receives a sudden check or pull, and more particularly so if the crossings chance to be half an inch low or out of gauge, or if the wheels of the waggons are not perfectly true to gauge and in good order.

There appears to be no reason to suppose that anything was wrong with the crossing or waggon when the accident happened, and I think it likely that a jerk was the cause of the waggon leaving the rails.

The engineer of the Midland Great Western Railway had changed the crossing for one of 1 in 8 when I visited the spot.

In order to do this, he had slewed the Meath Railway and put in two reverse curves. I recommended him to shorten the lead of the points to the crossing, and as far as practicable to ease off and straighten these curves, as they are unfit to run over at moderate speed.

I have, &c.,

*The Secretary,
Railway Department,
Board of Trade.*

F. H. RICH,
Lieut.-Col., R.E.

A copy of the above report was sent to the company on the 18th August 1869.

MIDLAND GREAT WESTERN RAILWAY OF IRELAND.

*Board of Trade
(Railway Department),
Whitehall, 27th July 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 25th ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 2nd of June last, near Maynooth station, on the Midland Great Western Railway of Ireland.

On the day in question, a cattle train, which is run on market days, left Enfield for Dublin at 12.55 p.m. The train consisted of an engine and tender, 33 loaded cattle waggons, and a guard's van. When this train got about $1\frac{1}{2}$ miles to the east of Maynooth station one of the tubes of the engine burst, and the train was brought to a stand at about 2.20 p.m.

The guard went back with a danger signal and stopped a goods train, which arrived shortly afterwards from Athlone.

This goods train consisted of an engine and tender, 31 waggons of goods and cattle, a third-class carriage with break compartment, in which 15 passengers and the guard were travelling, and a carriage truck, with a carriage on it, at the tail of the train.

This train was moved on to the cattle train which had broken down, so as to push on the cattle train. The guard of the goods train remained back to protect his train, and shortly after he stopped a third train, which runs from Mullingar on market days.

This third train consisted of an engine and tender, 40 loaded waggons, and a guard's van. The guard

of this train remained back to protect his train, and the guard of the second train, after getting on the engine of the third train, went on with it, to assist in pushing forward the other two trains, which were moving on slowly towards Dublin.

It is reported that the third train approached the other two trains at very moderate speed, and that the tender break was on when the third train got within an engine length of the second train. The tender break was then taken off, so as to allow the third train to close on the second train, and the result was a blow, which frightened the passengers in the second train, and five of them are reported to have been bruised and shaken.

The collision must have been slight, as no injury was done to any part of the rolling stock, and none of the vehicles were thrown off the rails.

The tenth waggon from the tail of the second train became unhooked. It was recoupled, and the trains proceeded safely on their journey.

The accident was caused by the driver of the third train misjudging the speed of his train or that of the train which he was approaching. The gradient is practically level.

The driver of the third train stated that he thought that the train that he was approaching was proceeding at four to five miles an hour at the time of the collision.

I have, &c.,

*The Secretary,
Railway Department,
Board of Trade.*

F. H. RICH,
Lt.-Col., R.E.

A copy of the above report was sent to the company on the 18th August 1869.

MONMOUTHSHIRE RAILWAY.

*Railway Department,
Board of Trade,
Whitehall, 19th July 1869.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 3rd instant, the result of my inquiry into the circumstances which attended a collision on 1st July between a passenger and a mineral train at the entrance to the sidings of the Ebbw Vale Iron Works, near Ebbw Vale station of the Monmouthshire Railway. Six passengers have complained of having received injuries on that occasion, but it is hoped that no one is seriously hurt.

The Beaufort branch of the Monmouthshire Railway extends from the Aberbeeg junction with the main line of the Western Valleys section, to Ebbw Vale and the Beaufort Works, and is about six miles in length. It is a single line from Aberbeeg junction to Victoria

(four miles), and a double line from Victoria to Ebbw Vale. The single line is worked with the assistance of the electric telegraph, but not on the absolute block system. Between Victoria and Ebbw Vale the line is mostly on a steep rising gradient of about 1 in 75, but at the particular spot, under an iron over bridge, where the collision took place, it is about 1 in 101. At this part there are sidings leading into the Ebbw Vale Iron Works, which sidings at the north end are connected with the up line of railway, and at the south end are joined to the down line of railway, the distance between the junctions of the sidings with the up and down lines being about 520 yards. A signalman's cabin is placed about 308 yards south of the junction with the up main line, and the signalman is provided with distant signals in each direction, so that he may cover the operation of a mineral train entering or leaving the Ebbw Vale Iron Works

sidings, the up distant signal, or that placed to the south of the cabin, being at a distance of 330 yards.

On the day in question an additional or extra up mineral train, consisting of a tank engine, nine trucks of iron ore, and a break-van, left Aberbeeg junction at 3.55 p.m. for the Ebbw Vale Iron Works; it was a through train, and had not to stop at any intermediate station. I was not enabled to learn at what time it passed Victoria station, but it is said to have stopped a few yards north of the junction of the siding with the up line about 4.26 p.m., and the guard states that his van stood just under an iron over bridge, and after putting down two of the breaks of the trucks, and uncoupling his van, he went into the van for the purpose of unscrewing the break, for the van to drop down on the main up line a little to the south of the points leading into the sidings, to allow the trucks with iron ore to be shunted into the sidings, and then he saw an up passenger train approaching from the south on the same line of rails. When he first saw the passenger train coming the steam was on, but it was shut off a good bit before the passenger train reached the van, and he states also, that the speed of the passenger train was not great when the collision occurred, about 4.30 p.m.; and in this respect he is corroborated by the driver of the passenger train, who says that he was not running five miles an hour at that time. The buffers of the passenger train engine and the mineral train break van were broken.

The train which ran into the break-van was a portion of the 3.0 p.m. up passenger train from Newport, and the Ebbw Vale portion consisted of a tank-engine, two carriages, and a guard's break-van. It is appointed to leave Aberbeeg junction at 4.8 p.m., but it did not leave until 4.10 p.m., or 15 minutes after the departure of the extra mineral train. The driver was not told that there was any extra train before him. This passenger train stopped at Cwm and Victoria stations, and left Victoria at 4.24 p.m., two minutes after its appointed time; and as it approached the Ebbw Vale Iron Works sidings the driver found the up distant signal stood at "all right" for him to proceed, but on coming round the curve by the Ebbw Vale Yard he saw the van on the line. He was running about 20 miles an hour at the time, and he shut off the steam, reversed the engine, and put on

the steam the reverse way. He told his fireman to put on the engine break, but was too much confused to whistle for the guard's break.

The cause of the collision was the omission of the signalman to place the up distant signal at danger before he left his cabin to walk up to the north end of the Ebbw Vale Iron Works sidings, for the purpose of holding the points to allow the trucks of iron ore to be shunted into the yard. He admits that he forgot to put up the signal.

He had been three weeks employed at this signal cabin, not having previously been in the company's service, but a man stayed with him five days until he thoroughly understood his duties. He is on duty from 6 a.m. to 20 minutes past 7 p.m. The hours are too long, but the duties are by no means hard, as there are not quite 20 trains a day, including up and down, mineral, goods, and passenger trains.

The collision could not have occurred if the traffic had been worked with the assistance of the electric telegraph on the absolute block system, which might be introduced and worked, at very little additional cost over the double line between Victoria and Ebbw Vale stations. I understand, however, that the Monmouthshire Railway Company are not, at the present time, in possession of such an amount of siding accommodation at Aberbeeg junction as would admit of the introduction of the block system, as a considerable number of their trains are divided and united at this junction.

The present arrangement of having a cabin midway, or nearly so, between the junctions with the up and down main lines, though economical, is not an advantageous one in other respects; the distance is too great.

If this line were to be inspected at the present time, I should require that it should be rendered impossible for a train to be shunted into the Ebbw Vale Iron Works sidings, or to cross from the up to the down line, or *vice versa*, without the distant and junction signals being first placed at danger.

I have, &c.

*The Secretary,
Board of Trade,
Railway Department.*

W. YOLLAND,
Colonel.

A copy of the above report was sent to the company on the 9th August.

NORTH-EASTERN RAILWAY.

SIR, *York, 19th July 1869.*

IN compliance with the instructions contained in your minute of the 8th inst., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 6th inst., near the Castle Howard station of the North-Eastern Railway.

The Castle Howard station is $16\frac{1}{2}$ miles from York, on the line to Scarborough and Whitby, and being situated in a picturesque and well-wooded country, the view along the railway is much obstructed by curves and trees in both directions. The line is double; there is one siding connected with the down line, and the station is protected by a semaphore signal on the platform, and a distant signal in each direction. The distant signal towards York is 733 yards from the station, and is on a gradient of 1 in 1,200, falling towards Scarborough, there being gradients of 1 in 400 past the Kirkham station, and 1 in 519 on the west of the Castle Howard station, both falling in the same direction. This distant signal is visible uninterruptedly for 455 yards; the view of it is then obstructed by trees and the Kirkham station buildings (on the curve) for 176 yards; and it is again visible for short distances

here and there between the trees on the west of the Kirkham station. The Kirkham and Castle Howard stations are three quarters of a mile apart.

On the day in question, two excursion trains left Doncaster for Scarborough, the one at 6.3 a.m., consisting of an engine and tender, a van, 24 carriages, and a second van; and the other, a quarter of an hour later, of similar dimensions. The first train reached York at 7.37, and nine carriages and a van were added to it at that station from the second train, which arrived ten minutes after it. The two trains then left York at 8 o'clock, as one train, consisting of 33 carriages and three break-vans, and containing upwards of 1,000 passengers.

This combined train was not due to stop till it reached Malton, $21\frac{3}{4}$ miles from York, where the tickets were to be collected. It passed Kirkham, $15\frac{3}{4}$ miles from York, at a speed of about 30 miles an hour, and the signals at that station showed all right. Mr. Rowe, the district inspector of the locomotive department, rode on the engine with the engine-driver and fireman, with a view to greater security. Neither he nor the engine-driver were aware till after the accident that it was possible to catch sight of the distant signal from Castle Howard on the west of Kirkham,

but they observed shortly after passing the Kirkham station that this signal was at danger. The three acting guards, who rode in the break-vans, observed the signal about the same place, as they successively approached it, and the tender breaks and the van breaks were all applied at, say, upwards of 400 yards from the signal. The engine-driver also saw that there was a train on the line west of Castle Howard when he was 300 yards west of the distant-signal. He could not see on which line it was standing, but he reversed his engine, and turned on his steam, and did his best to stop his train. He was only able to reduce his speed to five or six miles an hour before his engine struck the van of a goods train, which stood about 471 yards within the distant-signal, and 262 yards from the station.

The engine of the excursion train was not damaged, nor any of the carriages, though they were uncoupled in several places from one another. Forty-eight passengers have up to the present time complained of injury, but the most serious case is that of a young lady who jumped out of the train before the collision occurred, and the fireman was also injured in jumping from the engine. The shock of the collision does not appear to have been felt in the latter part of the train.

The goods train which was thus in the way of the excursion train was a regular pick-up goods train, from York to Driffield. It left York punctually at 7.5 a.m. and reached Castle Howard at 8.30, fourteen minutes later than the time at which it was due to start from that station. It had been detained in shunting and transhipping goods at various stations, and had two waggons of stone to leave in the siding at Castle Howard, and two empty waggons to take forward out of that siding. The front of the train was brought to a stand opposite the points in the siding; 29 waggons and the van were left standing on the down main line, while the engine was engaged in shunting the two loaded waggons into the siding; and the goods guard was going into the siding with the engine, to fetch the two empty waggons out of it, when the collision occurred.

The van was a good deal damaged, two timber trucks were knocked off the line, and five of the waggons were slightly damaged, but they all travelled back to York for examination and repairs on their own wheels. The goods train had been standing on the main line for seven or eight minutes before the collision occurred.

The station-master at Kirkham saw the goods train leave his station at 8.19 a.m., as nearly as he can say, though he does not appear very certain about it, and the excursion pass about 15 minutes afterwards. He did not exhibit any signal to the excursion train, because he thought that the goods train had been gone a sufficiently long time. There is no telegraph at the Kirkham station, and the only two intermediate stations, out of seven, between Malton and York, at which there are telegraph-instruments are Castle Howard and Flaxton. The only rules of the company that are at present in force, applying specially to this case, are Nos. 54 and 55, at pp. 27, 28, of the printed rule-book. No. 54 provides that the main line at stations shall be kept clear, if possible, ten minutes before a train is due; and No. 55 directs that the "stop signal" shall be exhibited for five minutes after a train or engine has passed or stopped at a station junction, or siding, the five minutes being increased to ten minutes in the case of a fast or non-stopping train following a slow or stopping train.

The present collision has occurred in spite of the

above rules, which do not appear to have been disregarded. The officers and servants of the company in charge of the excursion train seem to have done their best in endeavouring to bring their train to a stand, as soon as they were warned of their danger. The proportion of three breaks to 33 carriages is not a large one, and it cannot be expected that the same proportion of break-power should be applied to excursion trains as to express passenger trains, but it would be a great advantage if a system of continuous breaks were applied to excursion trains, so that each guard might be able to work breaks on two or three vehicles in addition to that on his own van. In this instance there was not a sufficient margin of distance between the signal of danger and the obstruction, in proportion to the weight and velocity of the train, and the break-power available for bringing it to a stand.

The station-master at Castle Howard received notice on the 2nd July that this excursion train would leave Doncaster at 6 a.m. and return from Scarborough at 6.30 p.m. on the 6th July, but he had no means of knowing the hour at which it might be expected at his station. It was in a state of uncertainty as to the probable time of its passing Castle Howard, that he permitted the down main line to be obstructed by the goods train while that train was getting through its shunting, and even if he had wished to get the goods train out of the way, there was no siding into which he could have shunted it, the station siding having been 81 yards long from the points to the west end, and the train altogether about 200 yards long. By his rule No. 53 he was directed not to start the goods train within 15 minutes of a passenger train being due, and he was unable to shunt the goods train to the up line because an up express train was due to pass Castle Howard at 9 o'clock.

The view of the engine-drivers on the line between York and Malton is much obstructed, in consequence of the curves and the foliage, particularly in summer. There are 15 trains running regularly in each direction, passenger, goods, and mineral. On Saturdays and Mondays there are during the excursion season from three to five excursion trains, and sometimes as many as seven excursion trains in addition to the regular traffic. There are also certain special trains weekly for cattle, and others periodically for agricultural and flower shows at Malton and other places, and for the races at York and Scarborough.

The obvious remedy for accidents of this description is the establishment of telegraphic communication to all the stations, and the supply by its means of proper information to the various station-masters as to the precise times at which more particularly excursion and other irregular trains may be expected. The nature of the line, as well as of the traffic, on this section of the North-Eastern Railway, leave no doubt of the desirability of the adoption, with as little delay as possible, of a good block system of telegraph-working; and as a minor improvement I recommend that the distant-signal from Castle Howard towards Kirkham and York should be removed to a convenient spot (which I have pointed out) about 300 yards further to the westward, which will place it in full view of the Kirkham station and the line west of it as well as of the Castle Howard station.

I have, &c.

H. W. TYLER.

*The Secretary
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 11th August.

NORTH EASTERN RAILWAY.

SIR, *Burton Salmon, 20th July 1869.*

IN compliance with the instructions contained in your minute of the 15th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 13th instant at the Burton Salmon junction on the North Eastern Railway.

The North Eastern Company's lines from Knottingley and from Normanton to York join at this point, the junction being 13 chains south of the Burton Salmon station, 2 miles 68 chains from Knottingley, and 16 miles 77 chains south of York. The gradients past the junction are, on the main line 1 in 630 rising southward, and on the branch 1 in 271 rising in the same direction; and the curves have radii of 3 miles and 25 chains respectively, on the main line to the westward, and on the branch to the eastward. The junction is fitted up with a locking frame by Messrs. Saxby and Farmer, which was supplied nineteen months ago; and the branch points on the up line are well locked by the branch signal when that signal is lowered to "all right."

The 10.10 a.m. Great Northern Company's passenger train from York to London left York at 10.31, according to the guard, but 10.34 by York time, on the day in question, consisting, in the following order, of an engine and tender, a break-van, a first-class, a second-class, a second-class, a first-class, carriages, and a second break-van. A composite carriage (from Hull) was added in rear of the front van at Milford junction. The train stopped for a couple of minutes at Church Fenton, reached Milford junction at 10.56, according to the guard, left that junction at 10.59 (or 11.1 according to the station master), and passed Burton Salmon station without stopping about 11.6. It was 21 (or 24) minutes late in leaving York, because, as the engine was about to be attached to the train, the screw-coupling between the engine and tender was found to be broken. The engine-driver therefore applied to his foreman, the engine was taken to the shed, another screw-coupling of the same description was attached to it, and it rejoined its train at the expiration of 21 (or 24) minutes.

The engine, No. 285, was a four-wheel-coupled engine, with cylinders 17 inches in diameter, by 24 inches stroke. The driving and trailing coupled wheels were 6 feet 6 inches in diameter, and the leading wheels 4 feet in diameter. It weighed 33 tons loaded, and its tender, on six wheels, about 25 tons loaded. The engine wheel-base was 17 feet 9 inches, and the tender wheel-base 13 feet.

The engine-driver considers that he travelled to Milford junction from York at 30 to 40 miles an hour, and from Milford junction to Burton Salmon station (2 miles 16 chains) at 25 to 30 miles an hour, and that he approached the Burton Salmon junction at 10 to 15 miles an hour. According to one of the guards, the speed in passing the junction was 15 to 20, and according to the other not more than 15 miles an hour. The engine-driver did not notice the points before he reached them, but he felt the leading end of the engine drop as he passed through the points. He had shut off his steam near the distant-signal, about 700 yards from the station, and he tried to reverse his engine after he found it was off the line. He was able to move back his reversing lever slightly, and seeing that there was a bridge under the line in front of him (at 70 yards from the junction), he caught hold of the reversing lever and the regulator handle, and held them until his engine came to a stand in the ballast, 160 yards from the junction points. The fireman, on finding that the engine was off the line, attempted to apply the break, and he also remained on the engine.

The guard in the front van did not see the engine leave the rails, but felt a lurch in his van after passing the junction points. He had hardly time to catch hold of the communication wheel, for the purpose of steadying himself, before, on crossing the bridge, his van and the tender reared up; but they fell again to a horizontal position as the engine moved forward. The guard in the hind van was looking after some luggage, and was about to pick up some articles which had fallen on the floor, when, on looking forward, he saw a cloud of dust; and he was thrown off his feet upon the wheel of his break, and to the floor of the van.

When the train came to a stand, the engine was on its wheels, with its leading end on the down line, and the tender behind it, nearly in its proper position. The van stood across the six-foot space, and the other vehicles stood, all on their wheels, in their proper order, but with their buffers interlocked, so as to form a waved line, partly in the six-foot space, partly on the down line, and partly on the up line. The couplings had been separated in two places between the carriages, and the couplings between the engine and tender were also broken.

The engine suffered very little, the life-guards and couplings only having been broken. It travelled to Doncaster in steam and on its own wheels, after having been lifted on to the down line, the same afternoon. The carriages were damaged principally in their buffers, buffer-rods, and foot-steps; one window having been cracked, two axles bent, and one axle-box broken. The total damage to the plant, including the engine, is estimated at 40*l*.

Only three passengers appear, up to the present time, to have complained of injury; but the guard who rode in the hind van is still suffering from the blow he received in his side. The leading guard was but slightly hurt.

The signalman who was on duty at the Burton Salmon junction cabin has acted in that capacity for 22 months, and was porter at the Burton Salmon station for 20 years previously. He saw the Great Northern train approaching him for a distance of 500 or 600 yards, and did not notice anything particular about it. It appeared to him to be going at a fast speed, but he had seen both North Eastern and Great Northern trains passing through the junction as fast very often before, and the speed did not strike him before the accident as being unusual. He lowered the signals in due course for the train to pass, and he pulled the point-lever over for the branch, as the locking motion compelled him to do, before he lowered the branch home signal. He felt nothing amiss in working the lever of the points. He was looking out of the door of his cabin towards York as the train passed, and he neither saw nor heard anything extraordinary, until, on turning round to push back his point-lever, he observed that the train was hidden in a cloud of dust. He ran down the steps and towards the train to ascertain what had occurred, and finding that no one but the guard was much hurt, he returned to his points, and examined them to see whether anything was wrong with them. He found the points standing partly open, and the bolt which was intended to attach the connecting rod to the rod leading to the cabin out of its place, and lying in the ballast underneath the connecting rod. This bolt had been secured by a nut and some washers, and they lay on the south of the bolt, but very near to it, on the ballast. The signalman had not noticed the bolt previously on that morning; but he had used the points previously for a Great Northern passenger train, and had then found no difficulty in working them. The signalmen at the junction were in the habit of oiling the points daily. The ganger of the platelayers had been round to

examine the line that morning. The signalman had on one previous occasion seen the nut off this bolt, and had put it on himself, but he cannot say positively whether he had seen it off more than once or not. He had never seen the bolt out, but he had occasionally screwed the nut up, on finding it loose, when he went to oil the points. He ordinarily oiled the points from 11 to 12 o'clock in the day, as that was the quietest time for the purpose. After the passage of this Great Northern train, 10.10 a.m. from York, he expected no other passenger train until 11.55 a.m. And he would have oiled and examined his points on that day as soon as he could after the passing of the train to which the accident happened. He had made no examination of the points from 6.30 a.m. when he came on duty, previously to the accident.

The foreman platelayer for a mile and an eighth of this portion of the line visits the junction twice a day, and he recognizes the bolt in question as having been put in at the time when the locking frame was fixed. It was, he says, a bolt that came out of the old points, when the points were renewed, at the same time that the locking frame was added. He had known the nut to come loose once, and had screwed it up some weeks previously to the accident. He had had occasion to unscrew it once or twice, but had never found it come loose of itself more than once. It had been put in for a "make-shift" originally, because the bolt that ought to have been put in would not go in, and the hole had never been made larger for it. He found the bolt out when he reached the signal-cabin about a quarter of an hour after the accident; and he put it in again, and added three washers, and screwed the nut on it.

The inspector of permanent way for the district found the points, on his arrival after the accident, working properly, with no mark upon them; and the connecting rods were not bent. The first marks on the permanent way were on the third chair from the heel of the points, or at 19 feet 9 inches from the small ends of the points. Going forward, he found nine chairs broken on the right side under the branch rail. Five chairs from that point were not broken. The collar-chair of this crossing was then broken, the check-rail on the left side had 18 inches broken off its north end, and four check-rail chairs were broken. For 30 feet southward nothing more was broken. A rail on the right side was then knocked out of its place and bent, and the chairs that carried it were broken or displaced. Two rails, 27 feet long each, were then broken, as well as the chairs in which they rested, one of these rails having been on the bridge before referred to. The platform of the bridge, com-

posed of 4-inch planking below, and sleepers five inches deep laid upon it, was destroyed, and the masonry of its southern abutment was damaged. Beyond that point, for 80 yards, both lines of railway were much damaged, and put out of shape. The marks on the chairs, sleepers, and ballast showed that shortly after passing the points some vehicles of the train had left the rails, had run forward on the branch, and could be traced to the point at which the train came to a stand, nearly in the course shown by a dotted line in the inclosed diagrams.

In trying the points, I found them stand right for the main line to Normanton without pressure, but that when pushed over for the branch to Knottingley they sprang back nearly half way, unless held forcibly over. The superelevation of the outer rail of the branch curve was three quarters of an inch at the heel of the points, and three eighths of an inch nine yards beyond. Considering the impossibility of affording much superelevation in such a situation, it would be a good precaution to add a check-rail on the branch curve. And the permanent way should at the same time be improved at the junction, as I pointed out on the spot.

But the present accident appears to have been caused solely by the shaking out of the "make-shift" screw-bolt above referred to, which, having been taken out from the old set of points, and been found to fit the connecting-rod of the new points, when the turned bolt specially provided for them could not be inserted, was allowed to remain permanently in the connecting rod. This bolt must, apparently, have been almost out as the Great Northern train approached the junction, but sufficiently in the connecting rod to admit of the points being pushed over, and must have fallen out after the points were pushed over, so as to allow them to spring back again, and to be in a half-open position before the engine entered them. It is right to add, that I found much difficulty in shaking the bolt out, though ever so little of it was left in the connecting-rod, when I attempted to do so in the working of the points; and that there is a missing link in the evidence as to another of the connecting-rods. If, as would appear, the whole train passed through the points in a half-open position, the south connecting-rod would necessarily have been bent, and would have required to be removed and straightened by a few blows of a hammer, and I was unable to learn that it had been so straightened after the accident.

I have, &c.,

R. G. W. Herbert, Esq.,
Board of Trade.

H. W. TYLER.

A copy of the above report was sent to the Great Northern and the North Eastern Railway Companies on the 7th August 1869.

WHITEHAVEN, CLEATOR, AND EGREMONT RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 15th July 1869.

SIR,

I HAVE the honour to state for the information of the Board of Trade, in obedience to your minute of the 1st ultimo, the result of my inquiry into the circumstances which attended an accident that occurred on Saturday, the 29th May, at the Branthwaite station of the Whitehaven, Cleator, and Egremont Railway, when 7 passengers were injured, some of the number seriously, but all are now reported as doing well.

The Whitehaven, Cleator, and Egremont Railway is single at this part, and the Branthwaite station platform is situated at the side of a siding lying west of the main line, which siding falls at the rate of 1 in 100, while the main line falls 1 in 90 in the same direction, towards Marron junction. The platform at

the station is about 50 yards in length, and at the north end of it a cross-over road leaves the siding and joins the main line, the facing points at the platform being weighted to stand open for the cross-over road, and closed against the siding, which only extends 100 yards to the north, where the rails are turned up to prevent anything falling down the embankment on which the siding is constructed.

On the afternoon of the 29th May, the 4h. 15m. p.m. passenger train from Whitehaven to Marron junction reached Branthwaite at 5h. 40m., or about 15 minutes late. It consisted of a heavy tank engine, two carriages, and a guard's break van at the tail of the train, with one guard. The station-master, who performs all the duties required at this small road-side station, held the facing points for the train to pass from the main line to the siding alongside of the platform;

and after five or six passengers had got out, and about a similar number had got into the train, the guard gave the driver a signal to go on. After the train had proceeded a few yards the station-master called out that the train was on the wrong road, as it had passed down the siding instead of by the cross-over road to the main line. Neither the driver nor the fireman heard the station-master call out, and it was not until the engine had run some 40 yards that the engine driver found out that he was running on the wrong road, when he immediately shut off the steam, reversed the engine, applied the steam the reverse way, and whistled for the guard's break, while he told the fireman to apply the engine break, but he was not enabled to stop the train until the engine had reached the end of the siding, which being constructed on soft ground, the engine tilted up, and went off the rails, and the end of the carriage next to it, a 3rd-class carriage, was staved in. No other damage was done.

The station-master had been dismissed by the company when I inquired into this accident, and he had left the place, so that I did not see him, but I have been furnished with a copy of a statement which he had made, explaining the circumstances under which it had happened, as follows: "At 25 minutes to six, on the 29th May, I heard the up train to Marron junction coming; I looked down the siding to see if all was clear, and I saw the switches of the points leading to the siding gaping. I went and examined them, and found they were open a little. I put my foot to try and press them to the rails, but did not succeed. I then went down on my knees to see if the flange of the engine wheels would clear the points, and I was convinced they would. I told a platelayer who was sitting on the platform that the points were gaping, but that the engine would clear them. I did not notice that the points were turned the wrong way, but after the accident I found a bolt blocking the points open for the siding. At noon the same day there was no appearance of any gaping of the points; the points had been used at that time to let trucks out of the siding. The points had not been oiled since the Monday previous, but had been examined by the platelayer at 3.25 p.m. same day.

"I saw that the train was on the wrong line after it had proceeded about six yards, and I called out. I succeeded in attracting the attention of the guard, but could not get the engine man to hear."

The platelayer referred to (Isaac Williamson) says

that "he left duty at 3 p.m. on the day of the accident, and about that time he examined the points leading into the siding, and saw that they were standing right for the main line; they appeared right, but evidently required oiling: that the station-master was at these points after the train whistled, and he said something to him, as he passed, concerning the points, but he could not understand what he said." Also, when "he examined the points he did not see the bolt blocking the points, nor did he observe it in its right place; had it not been in its right place, the points could not have been standing right for the main line, as they were when the station-master was at the points. He saw the station-master try the handle of the points, and shove them the wrong way, and he thought he intended to let a truck in."

This platelayer also admitted that there was sand and rust on the points, and that they wanted a good deal of oiling. The bolt referred to was a broken stud out of the stock rail.

The driver explained that his engine while standing at the platform was so close upon the points that he could not see them; and as soon as he had started, he crossed the engine to look at the injector, which was not working satisfactorily, while the fireman was attending to the fire, and he did not discover that he was on the wrong road until he had got back to his place. He says the train was travelling faster than usual, as they were late that day.

The accident was evidently due either to the neglect or mistake of the station master, probably the neglect, in not having properly looked after the state of these facing points. It belongs to that class of accidents which may be prevented by the mechanical appliances of the present day. If this pair of facing points had been connected with the signal, so that the latter could not be lowered until the points had been set right, the accident could not have occurred; and I have therefore much pleasure in stating that the secretary and general manager, Mr. Dodgson, informed me that steps would immediately be taken to have all facing points on the Whitehaven, Cleator, and Egremont Railway locked by signals, in the manner now adopted on all new lines of railway.

I have, &c.,

W. YOLLAND, Col.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 7th August 1869.

RAILWAYS.

RETURN to an Order of the Honourable The House of Commons,
dated 28 June 1869;—for,

RETURNS “of the CAPITAL, TRAFFIC, WORKING EXPENDITURE, and ROLLING STOCK of the several RAILWAY COMPANIES in *England and Wales, Scotland, and Ireland*, for the Year 1868, showing:—

I.

Their Authorised SHARE and LOAN CAPITAL, and the Sums received in respect of their ORDINARY CAPITAL and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT on the 31st day of December 1868, specifying the Rate per Cent. of the Dividends for the Year 1868 on each of the said Capitals; showing also the Loans outstanding on the 31st day of December 1868, classified according to the several Rates per Cent. of Interest; and the Capital Subscribed to other Undertakings, whether such Undertakings are on Lease to or Worked by the Subscribing Company, or are Independent.

II.

The TRAFFIC upon each RAILWAY, in Passengers and Goods, during the Year ended the 31st day of December 1868, setting forth the several particulars mentioned in the annexed Form, viz.:—

Length of Line Open on 31st December 1868.			PASSENGER TRAFFIC.				GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Minerals.	General Merchandise.	By Passenger Trains.	By Goods and Mineral Trains.	TOTAL.
			1st Class.	2nd Class.	3rd Class, including Parliamentary.	TOTAL PASSENGERS.					
M.	M.	M.					Tons.	Tons.			

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Miscellaneous Rents, Tolls, Navigation, &c.	TOTAL Receipts from all Sources of Traffic.
RECEIPTS FROM PASSENGERS.					TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Merchan- dise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.		
1st Class.	2nd Class.	3rd Class, including Parlia- mentary.	Holders of Season or Periodical Tickets.	TOTAL from Passengers.									
£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.

III.

The WORKING EXPENDITURE during the Year ended the 31st day of December 1868, divided under the following Heads, viz.:—

Length of Line Open;
Maintenance and Renewal of Way and Works;
Locomotive Power (including Stationary Engines);
Repairs and Renewals of Carriages and Waggon; ;
Traffic Charges (Coaching and Merchandise);
Rates and Taxes;
Government Duty;

Compensation for Personal Injury, &c.;
Compensation for Damage and Loss of Goods;
Legal and Parliamentary Expenses;
Miscellaneous Working Expenditure, not included in
the foregoing;
Total Working Expenditure:

IV.

The ROLLING STOCK of the several RAILWAY COMPANIES, divided under the following Heads, viz.:—

Locomotives;
Carriages used for the Conveyance of Passengers only.
Other Vehicles attached to Passenger Trains;
Waggon of all kinds used for the Conveyance of Live
Stock, Minerals, or General Merchandise;

Any other Carriages or Waggon used on the Railway
not included in the preceding Columns;
Total of the Five preceding Columns.

(In continuation of Parliamentary Paper, No. 484, of Session 1867-8)."

Board of Trade, }
June 1869. }

T. H. FARRER.

(Mr. John Bright.)

Ordered, by The House of Commons, to be Printed,
28 June 1869.

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The number of Companies which have not sent in their Returns is so large (see pages 36, 37, 50, 51, 64, 70, 80, and 84) that it has been thought better not to make the usual Summary, as a correct comparison cannot, in consequence of these omissions, be made between the years 1867 and 1868.

PART I.

C A P I T A L, &c.

RETURNS by the several RAILWAY COMPANIES of their authorised SHARE and LOAN CAPITAL, and of the SUMS Received in respect of their ORDINARY CAPITAL and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1868, specifying the Rate per Cent. of the Dividends for the Year 1868 on each of the said Capitals; showing also the Loans Outstanding on the 31st day of December 1868, Classified according to the several Rates per Cent. of Interest; and the Capital subscribed to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.

RETURN by the several RAILWAY COMPANIES of their authorised SHARE and LOAN CAPITAL, and of the SUMS received 31st day of December 1868, specifying the Rate per Cent. of the Dividends for the Year 1868 on each of the said Rates per Cent. of Interest; and the CAPITAL subscribed to other Undertakings, whether such Undertakings

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
ENGLAND AND WALES:									
	£.	£.	£.	£.	*	£.		*	£.
<i>Aberdare</i> - - - - -	<i>Leased to the Taff Vale.</i>								
Aberdare and Central Wales Junction	210,000	70,000	280,000	—	—	—	—	—	—
Abergavenny and Monmouth -	No Return to the Order of the House.								
<i>Abingdon</i> - - - - -	<i>Worked by the Great Western.</i>								
Acton and Brentford - - -	90,000	30,000	120,000	-	-	-	-	-	-
Afon Valley - - - - -	130,000	43,000	173,000	10,000	nil	-	-	-	-
Aldborough Pier and Railway -	20,000	6,660	26,660	1,350	-	-	-	-	-
Alexandra (Newport) Dock - -	No Return to the Order of the House.								
Alford and Mablethorpe - - -	No Return to the Order of the House.								
Anglesea Central - - - - -	140,000	46,600	186,600	103,557	-	-	-	-	-
Aylesbury and Buckingham - -	220,000	71,500	291,500	82,094	nil	-	-	-	-
Bala and Dolgelly - - - - -	180,000	58,000	238,900	154,070	-	-	-	-	-
<i>Bangor and Caernarvon</i> - - -	<i>Leased to the Chester and Holyhead Railway Company, and included in their Return.</i>								
Barnoldswick - - - - -	40,000	13,300	53,300	3,668	-	-	-	-	-
Barry - - - - -	166,000	55,000	221,000	2,256	-	-	-	-	-
Beddgelert - - - - -	No Return to the Order of the House.								
Bedford and Northampton - -	400,000	133,000	533,000	8,844	-	-	-	-	-
Bembridge Railway, Tramway, and Pier.	No Return to the Order of the House.								
<i>Berks and Hants Extension</i> - -	<i>Worked by the Great Western.</i>								
Bideford, Appledore, and Westward Ho'.	60,000	20,000	80,000	120	-	-	-	-	-
Birkenhead - - - - -	2,550,000	600,000	3,150,000	1,941,505 (b) 134,316	(a) 4	-	-	-	220,200
Birmingham and Sutton Coldfield Extension.	No Return to the Order of the House.								
<i>Birmingham, Wolverhampton, and Stour Valley.</i>	<i>Leased to the London and North Western.</i>								
Bishop's Castle - - - - -	472,000	157,000	629,000	133,259	-	-	-	-	86,750
<i>Bishop's Waltham</i> - - - - -	<i>Worked by the London and South Western.</i>								
Blackpool and Lytham - - -	60,000	20,000	80,000	45,000	3	-	-	-	10,339

* Where the Figures in these Columns are printed in *Italics*, the rate per cent. per annum of

in respect of their ORDINARY CAPITAL and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the Capitals; showing also the Loans Outstanding on the 31st day of December 1868, Classified according to the several are on Lease to, or Worked by, the Subscribing Company, or are Independent.

SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.			
	*	£.	£.		£.		£.	£.	£.	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	No steps have yet been taken for putting in operation the powers of the Company under their Acts of Parliament.
-	-	10,000	-	-	-	-	-	10,000	-	This Company was incorporated in 1865, but no land has been purchased or works executed. The time for purchasing land has expired, and the Railway is to be abandoned. The 10,000 l. of Ordinary Capital was issued as paid up to the contractor who promoted the line, but no money passed, and a large proportion of the expenses remain unsettled.
-	-	1,350	-	-	-	-	-	1,350	-	
-	-	103,557	40,000	5	-	-	40,000	143,557	-	
-	-	82,094	36,500	5	-	-	36,500	118,594	-	
-	-	154,070	48,900	5	-	-	48,900	202,970	-	
-	-	3,668	-	-	-	-	-	3,668	-	The line is now in course of construction.
-	-	2,256	-	-	-	-	-	2,256	-	
-	-	8,844	-	-	-	-	-	8,844	-	
-	-	120	-	-	-	-	-	120	-	
4 1/2	4 1/2	2,206,021	2,000 142,501 156,030 270,726 21,100	3 3/4 4 4 1/2 4 1/2 4 1/4	7,170	4	509,527	2,895,548	-	(a) Rate of interest guaranteed by the London and North Western and Great Western Companies by the Leasing Act of 1861. (b) Calls received on forfeited shares upon which no dividend is paid.
5	-	220,009	88,000 1,700	5 6	-	-	89,700	309,709	-	
5	5	55,339	15,000	5	-	-	15,000	70,339	-	

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.	*	£.		*	£.
Blyth and Tyne - - - -	980,000	326,000	1,306,000	278,250 7,414	10	-	-	-	50,000 215,000
Bodmin - - - -	61,000	20,300	81,300	2,372	-	-	-	-	-
Bodmin and Wadebridge - -	102,500	33,000	135,500	26,994	nil	-	-	-	-
Bourton-on-the-Water - - -	<i>Worked by the Great Western.</i>								
Bradford, Eccleshill, and Idle -	65,000	21,600	86,600	—	-	—	-	-	—
Brampton and Longtown - -	120,000	40,000	160,000	—	-	—	-	-	—
Brecon and Llandovery Junction -	No Return to the Order of the House.								
Brecon and Merthyr Tydfil Junction	1,228,900	591,400	1,820,300	264,377	-	-	-	-	868,640
Bridgnorth, Wolverhampton, and Staffordshire.	No Return to the Order of the House.								
Bridport - - - -	<i>Leased to the Great Western.</i>								
Bristol and Exeter - - -	3,931,274	(a) 1,073,226	5,004,500	2,022,460	4 $\frac{3}{4}$	-	-	-	1,135,561 566,000 219,000
West Somerset - - - - <i>See also the "West Cornwall."</i>	144,000	40,000	184,000	67,796	-	-	-	-	52,200 22,032
Bristol and North Somerset - -	No Return to the Order of the House.								
Bristol and Portishead Pier and Railway.	260,000	86,600	346,600	109,342	-	-	-	-	34,465
Bristol Harbour - - - -	115,000	38,333	153,333	-	-	-	-	-	-
Bristol Joint Station - - -	150,000	37,500	187,500	-	-	-	-	-	-
Bristol Port Extension - - -	480,000	160,000	640,000	-	-	-	-	-	-
Bristol Port Railway and Pier -	307,000	84,900	391,900	123,530 (b) 300	-	-	-	-	-
Briton Ferry Floating Dock -	<i>Worked by the Great Western.</i>								
Brynmawr and Blaenavon - -	60,000	20,000	80,000	25,000	nil	-	-	-	-
Buckfastleigh, Totnes, and South Devon.	96,000	32,000	128,000	18,185	-	-	-	-	-
Buckinghamshire - - - -	<i>Leased to the London and North Western.</i>								
Buckley - - - -	<i>Worked by the Wrexham, Mold, and Connah's Quay.</i>								
Bude Canal and Launceston Junction.	20,000	6,600	26,600	-	-	-	-	-	-
Burry Port and Gwendreath Valley	205,000	43,000	248,000	135,400	-	-	-	-	6,292 1,258 discount.

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SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.			
	*	£.	£.		£.		£.	£.	£.	
10 5	10 5	550,664	17,780 12,730 45,666 19,270	4 4 ½ 4 ½ 5	- - -	-	95,446	646,110	—	
-	-	2,372	-	-	-	-	-	2,372	—	
-	-	26,994	-	-	-	-	-	26,994	—	
-	-	—	—	-	—	-	—	—	—	
-	-	—	—	-	—	-	—	—	—	
5	-	1,133,017	-	-	548,200	5	548,200	1,681,217	—	
4 4 ½ 5	4 4 ½ 5	3,043,021	299,506 139,105 161,161 197,300 122,543	4 4 ½ 4 ½ 4 ½ 5	40,168	4	959,783	4,902,804	485,729	(a) Including 51,915 L., of which 40,168 L. has been exchanged under the Act, from Inconvertible 4 per Cent. Stock into 4 per Cent. Debenture Stock, leaving 11,747 L. to be so exchanged.
5 5	4 ½ nil	142,028	40,000	5	- - -	-	40,000	182,028	—	
5	nil	143,807	66,366	5	- - -	-	66,366	210,173	—	
-	-	-	-	-	- - -	-	-	-	-	Joint Undertaking by the Great Western and the Bristol and Exeter Railway Companies.
-	-	-	-	-	- - -	-	-	-	-	Joint Undertaking by the Great Western, the Bristol and Exeter, and the Midland Railway Companies.
-	-	-	-	-	- - -	-	-	-	-	This Railway has been abandoned.
-	-	123,830	36,731	5	- - -	-	36,731	160,561	-	(b) Calls paid on forfeited shares.
-	-	25,000	-	-	- - -	-	-	25,000	—	
-	-	18,185	-	-	- - -	-	-	18,185	—	
-	-	-	-	-	- - -	-	-	-	-	To be abandoned.
5	-	142,950	10,000 7,900 500	5 6 7	- - -	-	18,400	161,350	—	

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.	*	£.		*	£.
Bury St. Edmunds and Thetford -	120,000	40,000	160,000	9,356	-	-	-	-	-
<i>Calne - - - - -</i>	<i>Worked by the Great Western.</i>								
Cambrian - - - - -	3,337,000	1,008,890	4,345,890	824,205	<i>nil</i>	254,910 80,000	5 4 ½	<i>nil</i> <i>nil</i>	1,425,260
Cannock Chase and Wolverhampton	160,000	53,000	213,000	67,500	-	-	-	-	-
<i>Cannock Mineral - - - -</i>	<i>Leased to the London and North Western.</i>								
Carmarthen and Cardigan - -	534,000	171,000	705,000	29,000	-	-	-	-	158,780
Carmarthenshire - - - - -	No Return to the Order of the House.								
Carnarvon and Llanberis - -	248,000	82,600	330,600	64,436	-	-	-	-	-
Carnarvonshire - - - - -	200,000	126,500	326,500	102,055	-	-	-	-	10,000
Central Cornwall - - - - -	570,000	189,600	759,600	1,696	-	13,880	-	-	-
Cheshire Lines Committee - -	(a)	423,264	423,264	(a)	-	-	-	-	-
Consisting of the Great Northern, Manchester, Sheffield and Lincolnshire, and Midland Railway Companies. Incorporated by "The Cheshire Lines Act," 1867.									
<i>Chester and Holyhead - - -</i>	<i>See the London and North Western.</i>								
Chester and West Cheshire Junction									
Chichester and Midhurst - -	370,000	123,000	493,000	41,220	-	-	-	-	-
Cockermouth, Keswick, and Penrith	259,000	85,000	344,000	233,516	<i>2 ½</i>	-	-	-	16,025
<i>Colchester, Stour Valley, Sudbury, and Halstead.</i>	<i>Leased to the Great Eastern.</i>								
<i>Coleford, Monmouth, Usk, and Pontypool.</i>	<i>Leased to the Great Western.</i>								
Colnbrook - - - - -	60,000	20,000	80,000	-	-	-	-	-	-
Colne Valley and Halstead - -	218,000	71,633	289,633	62,918	<i>nil</i>	-	-	-	65,580 23,680 rebatel
Cornwall - - - - -	1,375,060	458,000	1,833,060	573,311	-	399,500 375,790	5 4 ½	5 4 ½	23,810
Corris - - - - -	No Return to the Order of the House.								
<i>Corwen and Bala - - - -</i>	<i>Worked by the Great Western.</i>								
Coventry and Great Western Junction	No Return to the Order of the House.								
<i>Cowbridge - - - - -</i>	<i>Worked by the Taff Vale.</i>								
Cowes and Newport - - - -	62,000	20,500	82,500	29,342	<i>nil</i>	-	-	-	-

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SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.			
	*	£.	£.		£.		£.	£.	£.	
-	-	9,356	-	-	-	-	-	9,356	-	
5 4 ½	nil nil	2,584,375	34,775 6,350 769,501 7,400 21,750 500 1,500 8,100	4 ½ 4 ½ 5 ½ 5 ½ 6 6 l. 4 s. 9 d. 8 10	23,890	5	873,766	3,458,141	205,000	
-	-	67,500	-	-	-	-	-	67,500	-	
-	-	187,780	60,500	5	-	-	60,500	248,280	-	
-	-	64,436	33,048	5	-	-	33,048	97,484	-	
5	-	112,055	126,400	5	-	-	126,400	238,455	-	
-	-	15,576	-	-	-	-	-	15,576	-	To be abandoned.
-	-	(a)	1,350 29,360 196,446 3,920 2,050	4 ½ 4 ½ 4 ½ 4 ½ 5	-	-	233,126	233,126	-	(a) This capital is authorised to be raised and subscribed by the three owning Companies in equal proportions, and is shown in their separate accounts.
-	-	41,220	-	-	-	-	-	41,220	-	
5	5	240,541	39,000 38,000	4 ½ 4 ½	-	-	77,000	326,541	-	
-	-	-	-	-	-	-	-	-	-	
5	nil	152,178	57,714	5	-	-	57,714	209,892	-	
6	6	1,372,411	5,225 49,704 219,615 85,064 80,307	4 ½ 4 ½ 4 ½ 4 ½ 5	-	-	439,915	1,812,326	-	
-	-	29,342	10,000	5	-	-	10,000	39,342	-	

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NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND						
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.	
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.	*	£.		*		£.
Croesor and Portmadoc - - -	25,000	8,330	33,330	15,000	- nil -	- -	-	-	-	-
<i>Cromford and High Peak</i> - -	<i>Leased to the London and North Western.</i>									
<i>Crystal Palace and South London Junction.</i>	<i>Worked by the London, Chatham, and Dover.</i>									
<i>Dare Valley</i> - - - - -	<i>Worked by the Taff Vale.</i>									
<i>Dartmouth and Torbay</i> - -	<i>Leased to the South Devon.</i>									
Daventry - - - - -	30,000	10,000	40,000	16,250	- nil -	- -	-	-	-	-
Deal and Dover - - - -	No Return to the Order of the House.									
Delabole Railway and Bossinney Harbour.	No Return to the Order of the House.									
Denbigh, Ruthin, and Corwen -	172,500	57,500	230,000	88,604	-	- -	-	-	-	58,160
<i>Devon and Cornwall</i> - - -	<i>Worked by the London and South Western.</i>									
Devon and Somerset - - -	(a)302,700	(a)446,000	748,700	272,265	-	- -	-	-	-	-
Disley and Hayfield - - -	45,000	15,000	60,000	29,222	-	- -	-	-	-	-
Drayton Junction - - - -	No Return to the Order of the House.									
East and West Junction - -	600,000	200,000	800,000	299,268	-	- -	-	-	-	-
East Gloucestershire - - -	600,000	200,000	800,000	61,813	-	- -	-	-	-	-
<i>East Lincolnshire</i> - - -	<i>See the Great Northern.</i>									
East London - - - - -	1,400,000	466,600	1,866,600	1,203,480	-	- -	-	-	-	-
East London, Eastern Extension -	450,000	150,000	600,000	160	-	- -	-	-	-	-
East Norfolk - - - - -	88,000	29,300	117,300	31,906	-	- -	-	-	-	-
Easton and Church Hope - -	30,000	10,000	40,000	-	-	-	-	-	-	-
<i>East Somerset</i> - - - -	<i>Worked by the Great Western.</i>									
Elham Valley - - - - -	No Return to the Order of the House.									
Ellesmere and Glyn Valley - -	120,000	40,000	160,000	-	-	- -	-	-	-	-
<i>Ely, Haddenham, and Sutton</i> -	<i>Worked by the Great Eastern.</i>									
<i>Ely Valley</i> - - - - -	<i>Worked by the Great Western.</i>									
<i>Evesham and Redditch</i> - -	<i>Worked by the Midland.</i>									
<i>Exeter and Crediton</i> - - -	<i>Leased to the London and South Western.</i>									
Exmouth Docks and Railway -	60,000	15,000	75,000	44,379	nil	- -	-	-	-	-
Fareham and Netley - - -	No Return to the Order of the House.									
<i>Faringdon</i> - - - - -	<i>Worked by the Great Western.</i>									
Fishguard Railway and Harbour -	No Return to the Order of the House.									

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Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.			
	*	£.	£.		£.		£.	£.	£.	
-	-	15,000	-	-	-	-	-	15,000	-	
-	-	16,250	5,500	5	-	-	5,500	21,750	-	This Railway is at present only partially made, and cannot be completed so as to work it, for want of the necessary funds, which cannot be raised.
5	-	141,764	49,100	5	-	-	49,100	190,864	-	
-	-	272,265	-	-	94,000 13,930	5 6	107,930	380,195	-	(a) As per Scheme of Arrangement between the Devon and Somerset Railway Company and their creditors (under the provisions of the "Railway Companies Act, 1867"), filed in the High Court of Chancery on 5th March 1868, confirmed on 30th May 1868, and enrolled in the said Court on 29th July 1868.
-	-	29,222	-	-	-	-	-	29,222	-	
-	-	299,268	7,380 92,200	5 6	-	-	99,580	398,848	-	This Return is for the year ending 31st March 1869.
-	-	61,813	-	-	-	-	-	61,813	-	
-	-	1,203,480	11,850	6	-	-	11,850	1,215,330	-	
-	-	160	-	-	-	-	-	160	-	
-	-	31,906	-	-	-	-	-	31,906	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	Nothing whatever has been done.
-	-	44,379	15,000	5	-	-	15,000	59,379	-	

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.		AUTHORISED CAPITAL.			PAID UP STOCK AND					
		By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
ENGLAND AND WALES—cont ^d .		£.	£.	£.	£.	*	£.	£.	*	£.
Forcett - - - - -		30,000	10,000	40,000	29,863	nil	- -	-	-	- -
Forest of Dean Central - - -		Worked by the Great Western.								
Fulham - - - - -		200,000	66,600	266,600	- -	-	- -	-	-	- -
Furness - - - - -		2,484,500	782,066	3,266,566	532,000 717,223 25,000	6 5 4	10,000	2½	-	227,500 298,000 301,600 5,000
Garstang and Knot End - - -		60,000	20,000	80,000	57,062	-	- -	-	-	- -
Gloucester and Dean Forest - -		Leased to the Great Western.								
Great Eastern - - - - -		18,350,598	9,632,371	27,982,969	9,180,315	-	202,961 109,600 132,380	5 4½ 4	-	80,654 56,653 761,817 105,000 5,351,436 916,454 536,995 23,750
Lines leased to, or worked by, the Great Eastern.	Colchester, Stour Valley, Sudbury, and Halstead.	250,000	83,000	333,000	228,675	11. 13 s.	30,250	5	5	- -
	Ely, Haddenham, and Sutton	36,000	12,000	48,000	36,000	2	- -	-	-	- -
	London and Blackwall -	2,051,000	680,500	2,731,500	1,452,870	4½	- -	-	-	250,055
	Lowestoft - - - - -	240,000	- -	240,000	- -	-	120,000 120,000	4 6	4 6	- -
	Lynn and Hunstanton - -	60,000	20,000	80,000	60,000	9	- -	-	-	- -
	Mellis and Eye ' - - -	15,000	5,000	20,000	14,567	-	- -	-	-	- -
	Northern and Eastern - -	960,000	240,000	1,200,000	- -	-	910,800 269,600	5 6	5 6	- -
	Saffron Walden - - -	120,000	39,000	159,000	80,528	-	- -	-	-	- -
	Tendring Hundred - - -	50,000	16,633	66,633	23,250	-	- -	-	-	4,000
	Tendring Hundred Extension	105,000	34,667	139,667	72,099	-	- -	-	-	2,930
	West Norfolk Junction -	75,000	25,000	100,000	71,438	-	- -	-	-	- -
	Wivenhoe and Brightlingsea	40,000	13,000	53,000	24,955	nil	- -	-	-	14,400
Great Marlow - - - - -		18,000	6,000	24,000	1,172	-	- -	-	-	- -
Great Northern - - - - -		15,745,376	5,032,725	20,778,101	5,178,651 1,159,275 1,159,275 (d) 269,260	3¾ 4½ 3 nil	- -	-	-	575,000 4,557,054 910,000 200,000 69,980 55,000 (e) 22,320
Lines leased to, or worked by, the Great Northern.	East Lincolnshire - - -	600,000	- (f) -	600,000	600,000	-	- -	-	-	- -
	Hatfield and St. Albans -	85,000	28,000	113,000	57,980	-	- -	-	-	- -
	Horncastle - - - - -	48,000	13,000	61,000	47,970	6½	- -	-	-	- -
	Nottingham and Grantham Railway and Canal.	1,014,000	265,000	1,279,000	1,014,000	2½	- -	-	-	- -
	Ramsey - - - - -	30,000	10,000	40,000	30,000	-	- -	-	-	- -
Royston and Hitchin - - -		346,666	115,466	462,132	266,675	6½	- -	-	-	- -
See also the "Cheshire Lines Committee," "Midland and Eastern," and "Norwich and Spalding."										
Great North of England, Clarence, and Hartlepool Junction.		Leased to the North Eastern.								

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Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.	£.	£.	
	*	£.	£.		£.		£.	£.	£.	
-	-	29,863	3,450 190	5 4 ½	-	-	3,640	33,503	-	
-	-	-	-	-	-	-	-	-	-	
8 6 5 4 ½	8 6 5 4 ½	2,116,323	34,400 157,610 296,655 114,716	4 4 ½ 4 ½ 4 ½	-	-	603,381	2,719,704	152,000	The powers for the compulsory purchase of the lands, and for the construction of the Railway, expired on 15th August 1869.
-	-	57,062	-	-	-	-	-	57,062	-	
7 6 ½ 6 5 ½ 5 4 ½ 4 3 ½	7 - 6 5 ½ 5 4 ½ 4 3 ½	17,458,015	32,128 291,449 10,000 734,391 407,798 2,967,672 209,700 1,000 24,000 2,000	4 4 ½ 4 ½ 4 ½ 4 ½ 5 5 (c) 5 ½ 5 ½ 6	832,674 79,607 997,250 1,353,193	4 4 ½ 5 (a) 5 (b)	7,942,862	25,400,877	310,620	(a) Irredeemable. (b) Redeemable. (c) 5 per cent. for 52½ years.
-	-	258,925	-	-	-	-	-	258,925	-	
-	-	36,000	12,000	5	-	-	12,000	48,000	-	
4 ½	4 ½	1,702,925	13,000 23,900 222,540 57,000 235,990	4 4 ½ 4 ½ 4 ½ 5	-	-	552,430	2,255,355	-	
-	-	240,000	-	-	-	-	-	240,000	-	
-	-	60,000	15,515	5	4,300	4 ½	19,815	79,815	-	
-	-	14,567	-	-	-	-	-	14,567	-	
-	-	1,180,400	-	-	-	-	-	1,180,400	-	
-	-	80,528	29,600	5	-	-	29,600	110,128	-	
6	-	27,250	13,250	5	-	-	13,250	40,500	-	
6	-	75,029	26,000	5	-	-	26,000	101,029	-	
-	-	71,438	25,000	5	-	-	25,000	96,438	-	
6	nil	39,355	9,020	5	-	-	9,020	48,375	-	
-	-	1,172	-	-	-	-	-	1,172	-	
6 5 4 ½ 4 ½ 4 3 ½	6 5 4 ½ 4 ½ 4 3 ½	14,155,815	220,400 504,853 316,991 315,341 40,000	5 4 ½ 4 ½ 4 3 ½	2,860,276	4	4,257,861	18,413,676	1,071,346	(d) New Ordinary Stock, 1864 Premium, 25 per cent.; portion of capital not bearing dividend. (e) Wakefield Station Shares, dividend not paid by Great Northern Company.
-	-	600,000	-	-	-	-	-	600,000	-	(f) Loans included in the Great Northern Return.
-	-	57,980	23,000	5	-	-	23,000	80,980	-	
-	-	47,970	-	-	13,000	4 ½	13,000	60,970	-	
-	-	1,014,000	-	-	-	-	-	1,014,000	-	
-	-	30,000	10,000	5	-	-	10,000	40,000	-	
-	-	266,675	-	-	-	-	-	266,675	-	

the Dividend is taken from the Company's Statement of Accounts for the last half-year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.	*	£.		*	£.
Great Western - - - -	36,772,864	16,375,150	53,148,014	8,180,724 1,400,500 540,944 2,426,416 168,225 (a) 178,573	<i>1 1/2</i> <i>3 1/2</i> <i>3 1/2</i> <i>3 1/2</i> <i>3 1/2</i> <i>3 1/2</i>	1,335,910 220,000 800,152 550,620 165,558 (b) 1,665,861 (b) 1,934,747	6 5 1/2 5 4 1/2 4 3 1/2 5	6 5 1/2 5 4 1/2 4 3 1/2 5	171,000 1,761,181 3,110,927 3,079,325 2,320,100 (b) 129,128 (b) 275,260
Abingdon - - - -	20,000	5,000	25,000	14,960	-	-	-	-	-
Bala and Dolgelly - - -	No Return to the Order of the House.								
Berks and Hants Extension -	498,000	165,600	663,600	108,725	<i>1 1/2</i>	-	-	-	14,360
Bourton-on-the-Water - -	30,000	10,000	40,000	29,900	<i>2 1/2</i>	-	-	-	-
Bridport - - - -	85,000	21,600	106,600	64,431	<i>nil</i>	-	-	-	20,000
Briton Ferry Floating Dock -	135,000	35,000	170,000	72,492	-	-	-	-	3,740 40,000
Calne - - - -	49,000	16,100	65,100	20,820	-	-	-	-	-
Coleford, Monmouth, Usk, and Pontypool - - - -	160,000	(d)	160,000	157,840	4	-	-	-	-
Corwen and Bala - - -	120,000	40,000	160,000	120,000	<i>2 1/2</i>	-	-	-	-
East Somerset - - - -	135,000	38,300	173,300	68,573	-	-	-	-	51,630
Ely Valley - - - -	83,000	27,300	110,300	48,000 35,000	5 (e)	-	-	-	-
Faringdon - - - -	27,500	9,100	36,600	10,000	-	-	-	-	12,000
Forest of Dean Central - -	81,000	26,660	107,660	39,517	<i>nil</i>	-	-	-	40,850
Gloucester and Dean Forest -	254,000	83,470	337,470	254,000	<i>5 1/2</i>	-	-	-	-
Great Western and Brentford -	180,000	60,000	240,000	94,903	2	-	-	-	69,080
Leominster and Kington - -	80,000	26,000	106,000	59,010	4	-	-	-	19,280
Llangollen and Corwen - -	90,000	30,000	120,000	80,900	3	-	-	-	-
Marlborough - - - -	51,000	15,000	66,000	30,134	-	-	-	-	-
Milford - - - -	70,000	23,000	93,000	58,889	-	-	-	-	-
Much Wenlock and Severn Junction.	68,000	16,000	84,000	23,838	<i>1 1/4</i>	-	-	-	18,000 12,400
Nantwich and Market Drayton	120,000	40,000	160,000	119,322	(f) <i>4 1/2</i>	-	-	-	-
Severn Valley - - - -	660,000	(g)	660,000	360,265	<i>4 1/2</i>	-	-	-	147,760
Stourbridge - - - -	155,000	51,500	206,500	105,905	4	-	-	-	-
Stourbridge Extension - -	230,000	76,600	306,600	195,028	4	-	-	-	-
Stratford-upon-Avon - - -	82,500	26,700	109,200	64,198	<i>5 1/2</i>	-	-	-	16,890
Tenbury and Bewdley - - -	140,000	40,000	180,000	104,720	<i>3 1/4</i>	-	-	-	20,000
Vale of Llangollen - - - -	79,000	23,000	102,000	44,700	3	-	-	-	24,000
Wallingford and Watlington -	80,000	26,600	106,600	17,575	-	-	-	-	-
Wellington and Drayton - -	200,000	66,600	266,600	192,860	<i>4 1/2</i>	-	-	-	-
Wellington and Severn Junction	No Return to the Order of the House.								
Wenlock - - - -	125,000	41,500	166,500	67,370	<i>2 1/2</i> on 60,000 L.	-	-	-	-
Witney - - - -	80,000	26,000	106,000	37,850	-	-	-	-	12,150
See also the "Birkenhead," "Hammersmith and City Junction," "Ludlow and Cleve Hill," "Shrewsbury and Hereford," "Tenbury," "Victoria Station and Pimlico," "West Cornwall," "West London," "West London Extension," and "Weymouth and Portland."									

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SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.	
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.				Total Raised by Loans and by Debenture Stock.
	*	£.	£.		£.		£.	£.		
8	8	30,415,151	3,000	3 ½	8,600	4	16,333,817	46,748,968	1,447,546	-- This Return is for the year ending 31st January 1869. (a) Received in advance. (b) Dividends and Annuities.
6	-		294,407	4	56,254	4 ½				
5	5		1,835,964	4 ½	2,143,234	4 ½				
4 ½	4 ½		10,000	4 ½	2,044,940	5				
4	4		3,950,928	4 ½						
6	-		1,114,693	4 ½						
5	-		4,871,797	5						
-	-	14,960	5,000	5	-	-	5,000	19,960	-	
5	-	123,085	99,000	5	-	-	99,000	222,085	-	
-	-	29,900	9,770	5	-	-	9,770	39,670	-	
6	6	84,431	21,600	5	-	-	21,600	106,031	-	
6	6	116,232	15,000	5	-	-	35,000	151,232	-	-- This Return is for the year ending 31st January 1869. (c) Guaranteed by the Great Western Company. (d) Included in the Great Western Return.
(c) 5	5		20,000	6	-	-			-	
-	-	20,820	11,600	5	-	-	11,600	32,420	-	
-	-	157,840	-	-	-	-	-	157,840	-	
-	-	120,000	40,000	5	-	-	40,000	160,000	-	
5	4	120,203	32,650	5	-	-	38,300	158,503	-	
-	-		5,650	4 ½	-	-			-	
-	-	83,000	18,700	5	-	-	23,300	106,300	-	(e) Great Western Railway Company's Subscription, not entitled to dividend.
-	-		4,600	4 ½	-	-			-	
5 ½	nil	22,000	7,500	5	-	-	7,500	29,500	-	
6	nil	80,367	25,626	5	-	-	25,626	105,993	-	
-	-	254,000	12,950	4 ½	-	-	24,900	278,900	25,000	
-	-		200	4 ½	-	-				
5	5	163,983	11,750	5	-	-	52,998	216,981	-	
			24,158	4 ½	-	-			-	
			9,110	4 ½	-	-			-	
4 ½	4 ½	78,290	19,730	4 ½	-	-	26,000	104,290	-	
-	-		19,000	4 ½	-	-			-	
-	-		7,000	5	-	-			-	
-	-	89,900	30,000	5	-	-	30,000	119,900	-	
-	-	30,134	12,815	5	-	-	12,815	42,949	-	
-	-	58,889	17,000	5	-	-	17,000	75,889	-	
4 ½	nil	54,238	8,000	5	-	-	8,000	62,238	18,000	
5	5									
-	-	119,322	15,200	5	-	-	17,700	137,022	-	(f) Guaranteed by the Wellington and Drayton Company.
-	-		2,500	4 ½	-	-			-	
4 ½	4 ½	508,025	(g)	-	-	-	-	508,025	-	(g) Loan powers exercised by the Great Western Railway Company, and included in their Return.
-	-	105,905	4,650	4 ½	-	-	31,600	137,505	-	
-	-		23,275	5	-	-			-	
-	-		3,675	5 ½	-	-			-	
-	-	195,028	2,900	4 ½	-	-	70,000	265,028	-	
-	-		67,100	5	-	-			-	
5	5	81,088	26,700	4 ½	-	-	26,700	107,788	-	
4 ½	4 ½	124,720	-	-	39,450	5	40,000	164,720	-	
					550	4 ½			-	
5	5	68,700	8,000	5	-	-	23,000	91,700	-	
-	-		15,000	4 ½	-	-			-	
-	-	17,575	-	-	-	-	-	17,575	-	
-	-	192,860	66,600	4 ½	-	-	66,600	259,460	-	
-	-	67,370	24,900	5	-	-	24,900	92,270	-	
5	nil	50,000	16,000	5	-	-	16,000	66,000	-	

the Dividend is taken from the Company's statement of Accounts for the last half-year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.	*	£.		*	£.
<i>Great Western and Brentford</i> -	<i>Leased to the Great Western.</i>								
Gwendraeth Valleys - - -	170,000	56,600	226,600	—	—	—	—	—	—
Halesowen and Bromsgrove Branch Railways.	168,000	56,000	224,000	450	—	—	—	—	—
Halifax and Ovenden Junction -	180,000	60,000	240,000	69,395	—	—	—	—	—
Hammersmith and City Junction -	340,000	113,000	453,000	179,884	5 $\frac{3}{4}$	—	—	—	140,046
Harborne - - - - -	100,000	33,000	133,000	—	—	—	—	—	—
<i>Hatfield and St. Albans</i> - -	<i>Worked by the Great Northern.</i>								
Hatfield Chase and Warping Improvement.	44,000	14,600	58,600	—	—	—	—	—	—
Hawes and Melmerby - - -	350,000	116,000	466,000	—	—	—	—	—	—
Hayling - - - - -	66,000	21,900	87,900	38,552	—	—	—	—	—
Hemel Hempstead and London and North Western.	190,000	63,200	253,200	15,130	—	—	—	—	—
Henley-in-Arden - - - -	No Return to the Order of the House.								
Hereford, Hay, and Brecon - -	355,000	118,000	473,000	187,997	—	—	—	—	146,580
Hexham and Allendale - - -	120,000	40,000	160,000	72,579	—	—	—	—	—
Holywell - - - - -	No Return to the Order of the House.								
<i>Horncastle</i> - - - - -	<i>Worked by the Great Northern.</i>								
Hounslow and Metropolitan - -	120,000	40,000	160,000	—	—	—	—	—	—
Hoylake - - - - -	No Return to the Order of the House.								
<i>Hull and Selby</i> - - - - -	<i>Leased to the North Eastern.</i>								
Idle and Shipley - - - - -	55,000	18,300	73,300	—	—	—	—	—	—
Ilfracombe - - - - -	210,000	70,000	280,000	38,769	—	—	—	—	—
Ipswich and Felixstow - - -	65,000	21,800	86,800	—	—	—	—	—	—
Isle of Purbeck - - - - -	No Return to the Order of the House.								
Isle of Wight - - - - -	259,000	85,800	344,800	109,218	—	—	—	—	68,552
Isle of Wight (Newport Junction) -	No Return to the Order of the House.								
<i>Keighley and Worth Valley</i> - -	<i>Worked by the Midland.</i>								
<i>Kendal and Windermere</i> - -	<i>Leased to the London and North Western.</i>								
<i>Kent Coast</i> - - - - -	<i>Worked by the London, Chatham, and Dover.</i>								
<i>Kettering, Thrapstone, and Huntingdon.</i>	<i>Worked by the Midland.</i>								
Kingsbridge - - - - -	190,000	60,000	250,000	26,241	—	—	—	—	—
King's Lynn Docks and Railway -	66,000	22,000	88,000	53,686	—	—	—	—	—
Kington and Eardisley - - -	No Return to the Order of the House								

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SHARE CAPITAL.			CAPITAL RAISED BY LOAN AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.			
	*	£.	£.		£.		£.	£.	£.	
-	-	—	—	-	—	-	—	—	—	
-	-	450	-	-	-	-	-	450	-	-- Powers for the compulsory purchase of lands expired on the 6th August 1869.
-	-	69,395	-	-	-	-	-	69,395	—	Line not yet opened for traffic.
5	-	319,930	25,300 13,200 25,105	4½ 4¼ 5	-	-	63,605	383,535	-	-- Vested in the Great Western and Metropolitan Railway Companies, jointly.
-	-	—	—	-	—	-	—	—	—	
-	-	—	—	-	—	-	—	—	—	
-	-	—	—	-	—	-	—	—	—	
-	-	38,552	16,400	5	-	-	16,400	54,952	—	
-	-	15,130	-	-	-	-	-	15,130	—	
-	-	334,577	117,980	5	-	-	117,980	452,557	—	
-	-	72,579	-	-	-	-	-	72,579	—	
-	-	—	—	-	—	-	—	—	—	
-	-	-	-	-	-	-	-	-	-	-- No capital has been issued, or proceedings taken by this Company since its incorporation.
-	-	38,799	-	-	-	-	-	38,799	—	
-	-	—	—	-	—	-	—	—	—	
5	-	177,770	57,460 3,100 200	5 5½ 6	7,776	5	68,536	246,306	—	
-	-	26,241	-	-	-	-	-	26,241	—	
-	-	53,686	16,500	5	-	-	16,500	70,186	—	

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
ENGLAND AND WALES— <i>cont^d</i> .	£.	£.	£.	£.	*	£.		*	£.
Lancashire and Yorkshire - -	18,566,958	6,073,353	24,640,311	12,689,986 106,584 in advance of calls.	6 $\frac{3}{4}$	794,040	6	6	287,793 350,720 260,050 90,780 2,678,613
<i>See also the "North Union," and "Preston and Wyre."</i>									
Lancashire Union - - - -	530,000	175,000	705,000	289,160	-	-	-	-	-
Lancaster and Carlisle - - -	<i>Leased to the London and North Western.</i>								
Landport and Southsea Tramway -	10,000	2,500	12,500	6,890	7 $\frac{1}{2}$	-	-	-	-
Laugharne - - - - -	<i>No Return to the Order of the House.</i>								
Launceston and South Devon -	<i>Worked by the South Devon.</i>								
Leominster and Kington - -	<i>Worked by the Great Western.</i>								
Liskeard and Caradon - - -	30,825	10,000	40,825	22,425	5	-	-	-	7,200
Liskeard and Looe Union Canal -	26,000	14,000	40,000	25,300	5 on 12,300 <i>l.</i>	-	-	-	-
Liskeard and Looe Union Canal -	<i>Worked by the Liskeard and Caradon.</i>								
Llanelli Railway and Dock:—									
Original Undertaking - -	364,000	121,000	485,000	199,680	1 $\frac{3}{4}$	-	-	-	87,950 20,056
Swansea Lines Undertaking -	494,000	164,560	658,560	110,000	-	-	-	-	260,000
Carmarthen Line Undertaking	137,000	45,627	182,627	68,000	-	-	-	-	68,500
Llangollen and Corwen - -	<i>Worked by the Great Western.</i>								
Llantrissant and Taff Vale Junction	<i>Worked by the Taff Vale.</i>								
Llynvi and Ogmore - - -	755,000	251,200	1,006,200	112,180 153,020	<i>nil</i> <i>nil</i>	130,920	5	5	88,925
London and Blackwall - - -	<i>Leased to the Great Eastern.</i>								
London and Greenwich - - -	<i>Leased to the South Eastern.</i>								
London and North Western - -	43,781,901	16,522,182	60,304,083	29,929,789(<i>δ</i>) 396,655(<i>c</i>)	6 4	270,000	5	5	602,187 1,843,843 3,819,918 183,400 100,000 120,840 383 Calls in arrear.
Lines leased to, or worked by, the London and North Western.	Included in the London and North Western.								
Birmingham, Wolverhampton, and Stour Valley.									
Buckinghamshire - - -	1,245,000	(<i>d</i>)	1,245,000	-	-	1,245,000	4(<i>e</i>)	4	-
Caunock Mineral - - -	160,000	40,000	200,000	108,192	£.3.8.9.	-	-	-	-

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Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.	£.	£.	
6 minimum.	6 $\frac{1}{2}$	17,258,566	£. 391,490	4 $\frac{1}{2}$	£. 525,901	4 $\frac{1}{2}$	£. 5,670,855	£. 22,929,421 (a)	£. 232,343	(a) Exclusive of 75,524 l. 14 s. 9 d. received on forfeited and merged shares.
5	5		1,800,662	4 $\frac{1}{2}$	1,000	3 $\frac{1}{2}$				
£.5.3.10.	£.5.3.10.		98,150	4 $\frac{1}{2}$						
4 $\frac{1}{2}$	6 $\frac{1}{2}$		752,182	4 $\frac{1}{2}$						
minimum.	6 $\frac{1}{2}$		28,800	4 $\frac{1}{2}$						
4 $\frac{1}{2}$	4 $\frac{1}{2}$		1,986,064	4 $\frac{1}{2}$						
			68,300	3						
			297	3						
			20,000	3						
-	-	289,160	34,450	4 $\frac{1}{2}$	-	-	34,450	323,610	132,500	
-	-	6,390	6,110	3	-	-	6,110	12,500	-	The shares not being taken up, the Bank advanced the amount of the loan upon the personal security of the Directors.
5	5	29,625	5,400	5	-	-	5,400	35,025	-	
-	-	25,300	2,650	5	-	-	7,350	32,650	-	
			4,700	4 $\frac{1}{2}$						
5	5	307,686	3,000	4	1,300	5	86,082	393,768	-	
6	6		25,470	4 $\frac{1}{2}$						
			1,900	4 $\frac{1}{2}$						
			54,412	5						
5	-	370,000	131,335	5	-	-	131,335	501,335	-	
5	-	136,500	45,620	5	-	-	45,620	182,120	-	
5	5	485,045	12,100	4 $\frac{1}{2}$	-	-	143,716	628,761	-	
			4,100	4 $\frac{1}{2}$						
			105,776	5						
			21,740	6						
4	4	37,267,015	21,541	3 $\frac{1}{2}$	310,830	3 $\frac{1}{2}$	15,324,859	52,591,874	3,186,643	(b) Inclusive of 530,678 l., authorised nominal additions and reductions, and 355 l. calls in arrear.
4 $\frac{1}{2}$	4 $\frac{1}{2}$		39,640	3 $\frac{1}{2}$	2,232,491	4				(c) Birmingham, Wolverhampton, and Stour Valley entitled to two-thirds of London and North Western dividend.
5	5		2,739,754	4						
6	6		2,552,132	4 $\frac{1}{2}$						
9	9		6,465,904	4 $\frac{1}{2}$						
10	10		763,144	4 $\frac{1}{2}$						
			199,423	5						
-	-	1,245,000	-	-	-	-	-	1,245,000	-	(d) The borrowing powers of the Buckinghamshire Railway Company are merged in those of the London and North Western Company, as per their Act of 1st August 1861.
-	-	108,192	11,130	4 $\frac{1}{2}$	-	-	36,383	144,575	-	(e) Guaranteed by London and North Western Railway Company.
			25,253	4 $\frac{1}{2}$						

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.	*	£.		*	£.
London and North Western— <i>contd.</i>									
Chester and Holyhead -	3,455,000	1,084,332	4,539,332	-	-	(a) 2,100,000 (b) 725,000 (c) 630,000	2 $\frac{1}{4}$ 5 $\frac{1}{2}$ 5 $\frac{1}{2}$	2 $\frac{1}{4}$ 5 $\frac{1}{2}$ 5 $\frac{1}{2}$	-
Cromford and High Peak -	227,700	92,825	320,525	127,000	9 s.	-	-	-	20,000 20,000
Kendal and Windermere -	175,000	56,000	231,000	-	-	111,700 49,820	3 6	3 6	-
Lancaster and Carlisle -	2,991,130	463,333	3,454,463	2,420,300	11 $\frac{1}{2}$	-	-	-	456,000
Shropshire Union Railways and Canal.	1,193,322	1,171,707	2,365,029	1,193,322	3 $\frac{1}{2}$	-	-	-	-
Watford and Rickmansworth	No Return to the Order of the House.								
See also the "Birkenhead," "Ludlow and Clee Hill," "North Union," "Oldham, Ashton-under-Lyne, and Guide Bridge Junction," "Preston and Wyre," "Shrewsbury and Here- ford," "Tenbury," "West London," and "West Lon- don Extension."									
London and South Western -	12,737,559	5,014,830	17,752,389	7,414,236 387,604	5 $\frac{1}{4}$ (d)	-	-	-	171,252 1,346,983 2,874,849 4,400
Bishop's Waltham -	No Return to the Order of the House.								
Devon and Cornwall -	640,000	212,933	852,933	136,525	nil	-	-	-	-
Exeter and Crediton -	105,000	34,999	139,999	70,000	5	-	-	-	20,000
Lymington -	34,000	7,000	41,000	22,140	2 $\frac{1}{2}$	-	-	-	11,860
Mid-Hants -	330,000	109,900	439,900	118,291	-	-	-	-	25,000
Ringwood, Christchurch, and Bournemouth.	75,000	25,000	100,000	46,975	nil	-	-	-	-
Salisbury and Dorset -	175,000	(e) 58,300	233,300	147,492	nil	-	-	-	15,000
Salisbury and Yeovil -	700,000	232,733	932,733	326,715	7	-	-	-	267,764
Salisbury Railway and Market House.	17,000	4,600	21,600	11,900	4	-	-	-	1,000

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Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.			
-	*	£.	£.		£.		£.	£.	£.	
-	-	3,455,000	50,000 6,500 160,901 68,208 660,709 137,763	3 3 $\frac{3}{4}$ 4 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4 $\frac{1}{2}$	- -	-	1,084,141	4,539,141	- -	The Chester and Holyhead Stocks are in course of conversion into an uniform 5 per cent. London and North Western Guaranteed Stock, in the proportion of— (a) £. 50 London and North Western £. guaranteed for every 100 £. - 1,050,000 (b) £. 100 " " - 725,000 (c) £. 110 " " - 693,000 £. 2,468,000.
4 $\frac{1}{2}$ 3	4 $\frac{1}{2}$ 3 $\frac{1}{2}$	167,000	- -	-	31,910 46,915	3 1 $\frac{3}{4}$	78,825	245,825	3,750	
-	-	161,520	11,811 8,100 34,988 700	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{2}$	- -	-	55,599	217,119	—	
4 $\frac{1}{2}$ 4	4 $\frac{1}{2}$ 4	2,876,300	1,200 300 7,295 700	4 $\frac{1}{2}$ 4 5 4 $\frac{3}{4}$	- -	-	1,500	2,877,800	40,876	
-	-	1,193,322	480,842 209,113 113,109 3,000	4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4 3 $\frac{1}{2}$	- -	-	814,059	2,007,381	—	
7 $\frac{5}{8}$ 4 $\frac{1}{2}$ 4	7 $\frac{5}{8}$ 4 $\frac{1}{2}$ 4	12,199,324	497,350 189,787 1,076,461 479,285 911,922 10,000	5 4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4 3	1,040,934 688,012	4 4 $\frac{1}{2}$	4,894,331	17,093,655	750,577	
-	-	136,525	42,900	5	- -	-	42,900	179,425	—	
5	5	90,000	14,650 7,500	4 $\frac{1}{2}$ 4 $\frac{3}{4}$	- -	-	22,150	112,150	—	
5 $\frac{1}{2}$	5 $\frac{1}{2}$	34,000	4,500 2,000 500	5 4 $\frac{1}{2}$ 4	- -	-	7,000	41,000	—	
5	-	143,291	58,400	5	- -	-	58,400	201,691	—	
-	-	46,975	6,000 8,880	6 5	- -	-	14,880	61,855	—	
5	nil	162,402	50,384	-	- -	-	(e) 50,384	212,876	- -	(e) The balance of the Loan Capital is not raiseable, rent-charges having been granted by the Company, which capitalized, amount to the same sum.
5	5	594,479	111,900 40,850 30,000	5 4 $\frac{1}{2}$ 4 $\frac{1}{2}$	20,000	4 $\frac{1}{2}$	202,750	797,229	—	
6	6	12,900	1,500 2,000	5 4 $\frac{1}{2}$	- -	-	3,500	16,400	—	

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
ENGLAND AND WALES— <i>contd.</i>									
London and South Western— <i>contd.</i>	£.	£.	£.	£.	*	£.		*	£.
Lines leased to, or worked by, the London and South Western. Seaton and Beer - - Staines, Wokingham, and Woking. Stokes Bay Railway and Pier.	48,000	16,000	64,000	36,000	-	-	-	-	12,000
	340,000	103,000	443,000	251,173	2½	-	-	-	50,000
See also the "West London Extension," and "Weymouth and Portland."	No Return to the Order of the House.								
London, Brighton, and South Coast	15,185,000	5,061,667	20,246,667	6,839,934	12s. 6d.	-	-	-	220,000 411,178 3,703,850 2,441,616 449,400
See also the "Victoria Station and Pimlico," and "West London Extension."									
London, Chatham, and Dover -	13,030,556	4,047,399	17,977,955	5,518,535	nil	300,000 572,240 1,116,000 50,820	3½ 4½ 5 6	nil nil nil. nil.	670,000 2,750,000
Lines leased to, or worked by, the London, Chatham, and Dover. Crystal Palace and South London Junction. Kent Coast - - - Mid Kent (Bromley to St. Mary's Cray). Sevenoaks, Maidstone, and Tunbridge. Sittingbourne and Sheerness	675,000	225,000	900,000	283,120	nil	-	-	-	333,075
	725,000	241,000	966,000	422,500	nil	-	-	-	302,500
	70,000	23,000	93,000	61,550	4	-	-	-	-
	782,000	274,666	1,056,666	118,539	nil	-	-	-	132,000
See also the "Victoria Station and Pimlico."	150,000	49,600	199,600	48,050 (a) 3,734	-	-	-	-	40,820
London, Tilbury, and Southend -	662,000	190,000	852,000	-	-	650,650	6	6	-
London, Worcester, and South Wales	320,000	106,600	426,600	32,625	-	-	-	-	-
Longton, Adderley Green, and Bucknall.	50,000	16,000	66,000	700	-	-	-	-	-
Lostwithiel and Fowey - - -	30,000	10,000	40,000	15,102	nil	-	-	-	8,537
Louth and Lincoln - - - -	250,000	83,000	333,000	-	-	-	-	-	-
Lowestoft - - - - -	Leased to the Great Eastern.								
Luddenden Valley - - - -	22,000	7,300	29,300	2,150	nil	-	-	-	-
Ludlow and Cleve Hill - - -	30,000	10,000	40,000	30,000	-	-	-	-	-
Lugg Valley - - - - -	No Return to the Order of the House.								
Lymington - - - - -	Worked by the London and South Western.								
Lynn and Hunstanton - - -	Worked by the Great Eastern.								
Macclesfield, Bollington, and Marple	200,000	66,600	266,600	147,100	-	-	-	-	-
Macclesfield, Knutsford, and Warrington.	No Return to the Order of the House.								
Maidstone and Ashford - - -	350,000	116,000	466,000	6,095	-	-	-	-	-
Manchester and Milford - -	570,300	190,100	760,400	331,350	nil	-	-	-	190,200

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SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.			
	*	£.	£.		£.		£.	£.	£.	
5	nil	48,000	15,200	5	-	-	15,200	63,200	—	
5	5	301,173	42,600 7,765 38,535	4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5	-	-	88,900	390,073	—	
7 6 5 4 $\frac{1}{2}$ 4	7 6 5 4 $\frac{1}{2}$ 4	14,065,978	1,215,102 107,100 462,865 162,550 594,870	5 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4	402,946 1,305,744	4 $\frac{1}{2}$ 4	4,251,177	18,317,155	—	
5 6	nil nil.	10,977,595	1,600 10,000 2,376,108 4,000 28,916 1,877,069	4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5 5 $\frac{1}{2}$ 5 $\frac{1}{2}$ 6	21,361	5	4,319,054	15,296,649	—	
6	nil	616,195	108,525 116,065	5 6	-	-	224,590	840,785	—	
6	nil	725,000	29,150 209,062	5 6	-	-	238,212	963,212	—	
-	-	61,550	500 9,100 8,400 5,000	4 $\frac{1}{2}$ 5 5 $\frac{1}{2}$ 6	-	-	23,000	84,550	-	The line is leased to the London, Chatham, and Dover Company for 999 years, from 1st September 1863, at four per cent. per annum, upon the Share Capital of 61,550 £, and the rate of interest payable on the 23,000 £ Debenture Loans.
5	nil	250,539	55,600 37,900	5 6	-	-	93,500	344,039	—	
-	-	92,604	25,400 1,600 12,000	5 5 $\frac{1}{2}$ 6	-	-	39,000	131,604	-	(a) 3,195 shares, on which 3,734 £ had been paid, were forfeited for non-payment of calls, and under the "Sittingbourne and Sheerness Railway (Increase of Capital) Act, 1859," the Company was empowered to issue forfeited or cancelled shares as Preference Shares.
-	-	650,650	34,400 1,000 114,600	4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5	-	-	150,000	800,650	—	
-	-	32,625	-	-	-	-	-	32,625	—	
-	-	700	-	-	-	-	-	700	-	Nothing done since Act obtained.
5	nil	23,639	5,700 3,700	5 6	-	-	9,400	33,039	—	
-	-	—	—	-	-	-	—	—	—	
-	-	2,150	-	-	-	-	-	2,150	—	
-	-	30,000	9,700	5	-	-	9,700	39,700	-	The line is worked by the Great Western and London and North Western.
-	-	147,100	-	-	-	-	-	147,100	—	
-	-	6,095	-	-	-	-	-	6,095	—	
5	nil	521,550	170,450	5	-	-	170,450	692,000	—	

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.	*	£.		*	£.
Manchester and Stockport - -	200,000	66,600	266,600	-	-	-	-	-	-
<i>Manchester, Buxton, Matlock, and Midlands Junction.</i>	<i>Leased to the London and North Western and Midland, and worked by the Midland.</i>								
Manchester, Sheffield, and Lincolnshire.	11,854,998	3,728,100	15,583,098	4,392,553	2½	192,418	5	-	2,166,052 1,278,772 225,000 366,638
South Yorkshire and River Dun	2,240,000	1,249,604	3,489,604	706,826	5	448,980	4	4	833,540
<i>See also the "Cheshire Lines Committee," and "Oldham, Ash-on-under-Lyne, and Guide Bridge Junction."</i>									
<i>Marlborough</i> - - - -	<i>Worked by the Great Western.</i>								
Maryport and Carlisle - - -	555,000	175,000	730,000	302,175	7½	-	-	-	83,912 91,200 77,713
<i>Mellis and Eye</i> - - - -	<i>Worked by the Great Eastern.</i>								
Merrybent and Darlington - -	60,000	20,000	80,000	22,700	-	-	-	-	-
Mersey Pneumatic - - - -	No Return to the Order of the House.								
Metropolitan - - - - -	5,100,000	1,666,666	6,766,666	(a) 2,535,361 (b) 1,102,411 (c) 30,970 (d) 30,970 (e) 165,198	7 6 6 8 nil	-	-	-	899,205
Metropolitan and St. John's Wood -	750,000	248,000	998,000	300,000	-	-	-	-	183,170
Metropolitan District - - -	3,750,000	1,250,000	5,000,000	2,177,409	6	-	-	-	-
<i>Mid Hants</i> - - - - -	<i>Worked by the London and South Western.</i>								
<i>Mid Kent (Bromley to St. Mary's Cray).</i>	<i>Leased to the London, Chatham, and Dover.</i>								
Midland - - - - -	31,146,151	9,033,360	40,179,511	11,356,337 978,533	5¾ 4¾	1,799,903	6	6	2,475,000 1,853,087 6,816,475 320,000 140,000 1,201,430 (Received in advance.)
Lines leased to, or worked by, the Midland.	Evesham and Redditch - -	149,000	49,600	198,600	132,096	1½	-	-	-
	Keighley and Worth Valley -	72,000	24,000	96,000	35,075	-	-	-	17,800 9,200
	Kettering, Thrapston, and Huntingdon.	230,000	75,600	305,600	100,000	-	-	-	130,000
	Manchester, Buxton, Matlock, and Midlands Junction.	563,750	151,250	715,000	436,270	1s. 4d. per share.	-	-	-
	Midland and South Western Junction.	90,000	30,000	120,000	90,000	5	-	-	-
	North Western - - - -	1,412,600	346,691	1,759,300	785,560	3½	-	-	92,600
	Peterborough, Wisbeach, and Sutton.	330,500	107,999	447,499	260,000	-	-	-	-
	Redditch - - - - -	50,000	16,500	66,500	34,820	4	-	-	-
	Stonehouse and Nailsworth -	101,000	33,600	134,600	65,940	nil	-	-	10,000
	Tewkesbury and Malvern -	265,000	88,600	353,000	235,000	nil	-	-	-
<i>See also the "Cheshire Lines Committee," "Midland and Eastern," and "Norwich and Spalding."</i>									
Midland and Eastern - - - -	213,000	71,000	284,000	212,717	2	-	-	-	-

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SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.		
	*	£.	£.		£.		£.	£.	
-	-	-	-	-	-	-	-	-	This Company under an Act of the present Session (1869) has been dissolved, and all its powers vested in a joint Committee of the Midland, and Manchester, Sheffield and Lincolnshire Railway Companies.
6	6	8,621,493	1,000	3 3/4					
5	5		105,500	4	79,577	4	3,096,710	12,318,212	1,926,871
4 1/4	4 1/4		256,916	4 1/4					
3 1/4	3 1/4		20,000	4 1/4	221,640	5			
			1,415,201	4 1/4					
			1,058,234	4 1/4					
			538,591	5					
5	5	1,989,346	13,809	4	7,150	4 1/2	1,176,429	3,165,775	70,000
			180,209	4 1/4					
			500,775	4 1/4					
			2,000	4 1/4					
			234,646	4 1/4					
			177,750	5					
mini- mum.	7 1/2	555,000	66,681	4 1/2	-	-	173,005	728,005	-
4 1/2	7 1/2		42,120	4 1/2					
5	5		64,204	4					
-	-	22,700	-	-	-	-	-	22,700	This line is in course of formation, and will be completed about December 1869.
5	5	4,764,115	84,300	4	38,300	4 1/2	1,610,594	6,374,709	100,000
			13,100	4 1/2					(a) Ordinary Stock.
			648,154	4 1/2					(b) Extension Stock.
			317,820	4 1/2					(c) Preferred Ordinary Stock.
			508,920	5					(d) Deferred Ordinary Stock.
5	2 1/2	483,170	100	4 1/2	-	-	98,880	582,050	(e) New Ordinary (1868).
			33,510	5					
			14,150	5 1/2					
			51,120	6					
-	-	2,177,409	3,000	5	531,574	6	747,594	2,925,003	-
			7,750	5 1/2					
			205,270	6					
4	4	26,940,765	56,000	5	244,073	4 1/2	6,735,240	33,676,005	1,213,104
4 1/2	4 1/2		679,560	4 1/2					
5	5		5,300	4 1/2	1,056,322	4			
6	6		2,888,382	4 1/2					
8	8		401,914	4 1/2					
5	5		1,374,437	4					
			28,952	3 1/2					
			300	3 1/2					
-	-	132,096	49,600	5	-	-	49,600	181,696	-
6	6	62,075	8,210	6	-	-	14,285	76,360	-
6	6 on 500 l.		6,075	5	-	-			-
5	-	230,000	75,600	5	-	-	75,600	305,600	-
-	-	436,270	14,980	4	-	-	109,128	545,398	-
			22,700	4 1/2					
			35,037	4 1/2					
			10,392	4 1/2					
			26,019	5					
-	-	90,000	30,000	5	-	-	30,000	120,000	-
5	5	878,169	59,481	4	-	-	302,625	1,180,794	-
			41,130	4 1/2					
			146,052	4 1/2					
			1,500	4 1/2					
			54,462	5					
-	-	260,000	91,552	5	-	-	91,552	351,552	-
-	-	34,820	2,000	4	-	-	11,500	46,320	-
			9,500	4 1/2					
5	nil	75,940	21,000	5	-	-	21,000	96,940	-
-	-	235,000	(f) 88,500	5	-	-	88,500	323,500	-
-	-	212,717	61,950	5	-	-	65,750	278,467	-
			3,800	4 1/2					

Annual rent payable by the Midland Company, 6,000 l., being 5 per cent. on Share and Debenture Capital.

(f) "The Company's books show that the borrowing powers of the Company have been exceeded by 500 l. Neither the present or the late secretary can render any explanation of this, the borrowing having been effected before their appointment."

Worked by the Midland and Great Northern Railway Companies.

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.	*	£.		*	£.
<i>Midland and South Western Junction</i>	<i>Leased in perpetuity to the Midland.</i>								
Midland Counties and South Wales -	1,335,000	444,500	1,779,500	109,960	-	- - -	-	-	219,770
Mid-Wales - - - - -	770,000	232,000	(a) 1,002,000	402,690	-	- - -	-	-	360,000
<i>Milford</i> - - - - -	<i>Worked by the Great Western.</i>								
Milford Haven Dock and Railway -	No Return to the Order of the House.								
Minehead - - - - -	No Return to the Order of the House.								
Mistley Thorpe and Walton - -	51,000	17,000	68,000	20,126	nil	- - -	-	-	-
Mold and Denbigh Junction - -	325,000	247,000	(b) 572,000	225,000	-	- - -	-	-	100,000
<i>Monmouthshire Railway and Canal</i> -	1,145,000	386,450	1,531,450	737,590	4	- - -	-	-	315,000 174 premium.
<i>Moretonhampstead and South Devon</i>	<i>Leased to the South Devon.</i>								
Mowddwy - - - - -	21,000	7,000	28,000	21,000	nil	- - -	-	-	-
<i>Much Wenlock and Severn Junction</i>	<i>Worked by the Great Western.</i>								
Muswell Hill Estate - - - -	70,000	- - -	70,000	-	-	- - -	-	-	-
<i>Nantwich and Market Drayton</i> -	<i>Worked by the Great Western.</i>								
Neath and Brecon and Swansea Vale, and Neath and Brecon.	No Return to the Order of the House.								
New Milford Docks - - - -	No Return to the Order of the House.								
Newport and Usk - - - - -	No Return to the Order of the House.								
Newport Pagnell - - - - -	350,000	116,000	466,000	31,031	-	- - -	-	-	57,612
Newquay and Cornwall Junction -	30,000	9,000	39,000	12,671	nil	- - -	-	-	-
New Romney - - - - -	85,000	28,300	113,300	5,737	-	- - -	-	-	-
North and South Western Junction -	133,600	(c) 5,000	138,600	110,017 (d) 994	5	- - -	-	-	-
North and South Wiltshire - -	No Return to the Order of the House.								
North Eastern - - - - -	34,216,804	11,426,579(e)	45,643,383	1,999,412 1,155,000 8,093,724 3,220,125 50,000 1,394,422 222,284	8 ¼ 8 6 5 ½ 4 3 ½ nil	- - -	-	-	440,570 1,345,190 545,900 3,046,540 3,457,098 4,116,855 (f) 64,124
Great North of England, Clarence, and Hartlepool Junction.	74,900	24,500	99,400	41,875	3	16,918	4 ½	4 ½	13,725
Hull and Selby - - - - -	733,000	- - -	733,000	700,000	9 L. 19s.	- - -	-	-	-

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SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.			
		£.	£.		£.		£.	£.	£.	
-	-	329,730	94,900	5	-	-	94,900	424,630	-	
-	-	762,690	167,900	4	74,700	4	242,600	1,005,290	-	(a) And amounts not yet ascertained. Under a scheme of arrangement between the Mid-Wales Railway Company and their creditors, prepared by the Directors, in exercise of the powers of "The Railway Companies Act, 1867," confirmed by an order made on the 12th day of June 1868, and enrolled in the High Court of Chancery on the 31st day of July 1868.
-	-	20,126	12,000	5	-	-	12,000	32,126	-	
-	-	325,000	107,000	5	15,190 3,500	4 5	125,690	450,690	-	(b) Scheme of arrangement between the Mold and Denbigh Junction Railway Company and their creditors, prepared by the Directors, in pursuance of "The Railway Companies Act, 1867," confirmed by an order made on the 12th day of June 1868, and enrolled in the High Court of Chancery on the 17th day of July 1868.
5	5	1,052,764	530 7,400 55,656 151,313 31,450 134,063	3½ 4 4½ 4½ 4½ 5	-	-	380,412	1,433,176	44,000	
-	-	21,000	7,000	4½	-	-	7,000	28,000	-	
-	-	-	-	-	-	-	-	-	-	
5	-	88,643	41,000	5	-	-	41,000	129,643	-	
-	-	12,671	1,000 1,000	5 6	-	-	2,000	14,671	-	
-	-	5,737	-	-	-	-	-	5,737	-	
-	-	111,011	5,400 4,000	4½ 4½	-	-	9,400	120,411	-	(c) 28,600 <i>l.</i> of the Loan Capital have been converted into Share Capital. (d) Received in advance.
8 6 5½ 5 4½ 4	8 6 5½ 5 4½ 4	29,151,244	688,136 1,199,528 3,542,322 1,958,530 1,859,221 31,200 40,000 20,000	5 4½ 4½ 4½ 4 3½ 3½ 3½	845,667 201,027	4½ 4	10,385,631(e)	39,536,875	250,167	(e) Including the borrowing powers and Loans of the Hull and Selby, and Great North of England, Clarence, and Hartlepool Junction Railways Companies. (f) Received in advance.
5	5	72,518	-	-	-	-	-	72,518	-	
-	-	700,000	-	-	-	-	-	700,000	-	

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
ENGLAND AND WALES—contd.	£.	£.	£.	£.	*	£.	*		£.
Northern and Eastern - - -	Leased to the Great Eastern.								
North Kent Railway Extension -	No Return to the Order of the House.								
North London - - - -	2,675,000	890,866	3,565,866	1,734,988	6	-	-	-	700,000
North London, Highgate, and Alexandra Park.	No Return to the Order of the House.								
North Metropolitan - - -	1,600,000	533,000	2,133,000	160	-	-	-	-	-
North Staffordshire - - -	5,341,000	1,746,600	7,087,600	3,200,000	2½	-	-	-	1,743,078
Northumberland Central - -	75,000	25,000	100,000	39,687	-	-	-	-	-
North Union - - - - -	739,201	380,050	1,119,251	739,201	8½ 16s. - ½ d.	-	-	-	-
North Western - - - - -	Leased to the Midland.								
North Western and Charing Cross -	No Return to the Order of the House.								
Norwich and Spalding - - -	170,000	56,000	226,000	170,000	nil	-	-	-	-
Nottingham and Grantham Railway and Canal.	Leased to the Great Northern.								
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	140,000	46,600	186,600	40,000 (a) 100,000	4½	-	-	-	-
Pembroke and Tenby - - -	395,000	131,200	526,200	75,860	5	-	-	-	160,100
Penarth Harbour, Dock, and Railway.	Leased to the Taff Vale.								
Peterborough, Wisbeach, and Sutton	Worked by the Midland.								
Plymouth and Dartmoor - -	No Return to the Order of the House.								
Pontypool, Caerleon, and Newport -	No Return to the Order of the House.								
Poole and Bournemouth - - -	60,000	20,000	80,000	2,150	nil	-	-	-	-
Potteries, Shrewsbury, and North Wales.	858,200	539,790	(c) 1,397,990	724,800	-	-	-	-	100,000
Presteign, Clun, and Bishop's Castle	220,000	73,000	293,000	474	-	-	-	-	-
Preston and Wyre - - - -	668,000	119,343	787,343	668,000	7½ 17s. 2d. - in perpetuity.	-	-	-	-
Ramsey - - - - -	Worked by the Great Northern.								
Redditch - - - - -	Worked by the Midland.								
Redruth and Falmouth Junction -	80,000	26,600	106,600	-	-	-	-	-	-

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SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.			
	*	£.	£.		£.		£.	£.	£.	
5	5	2,434,988	2,000 42,850 382,287 151,300 75,000	4 4 ½ 4 ½ 4 ½ 5	6,500 130,929	4 4 ½	790,866	3,225,854	—	
—	—	160	—	—	—	—	—	160	—	
5	5	4,943,078	317,780 432,166 657,230 122,070 12,000	5 4 ½ 4 ½ 4 ½ 4	—	—	1,541,236	6,484,314	73,550	
—	—	39,687	—	—	—	—	—	39,687	—	
—	—	739,201	139,920 80,117 23,100 126,704 10,000 200	4 4 ½ 4 ½ 4 ½ 4 ½ 5	—	—	380,041	1,119,242	—	"The North Union is leased to the London and North Western and Lancashire and Yorkshire Railways Companies, which two Companies jointly pay to the North Union proprietors in respect of the share capital of 739,201 £., an annual rent of 69,003 £. 18 s., or about 8 ½ d. 16 s. — ½ d. per cent. per annum."
—	—	170,000	56,000	5	—	—	56,000	226,000	—	The line is worked by the Great Northern and Midland Companies.
—	—	140,000	38,437 1,900 6,240	4 ½ 4 ½ 5	—	—	46,577	186,577	—	(a) Held by the London and North Western and Manchester, Sheffield, and Lincolnshire Railways Companies, 50,000 £. each.
5	5	235,960	89,220 19,200	5 5 (b)	2,000	5	110,420	346,380	—	(b) Interest on 19,200 £. paid by the contractors.
—	—	2,150	—	—	—	—	—	2,150	—	
—	—	824,800	—	—	367,683	5	367,683	1,192,483	—	(c) By a scheme of arrangement between the Potteries, Shrewsbury and North Wales Railway Company and their creditors, prepared by the Directors in exercise of the powers of "The Railway Companies Act, 1867," confirmed by an order made by his Honour the Vice-Chancellor, Sir Richard Malins, on the 9th May 1868, and enrolled in Her Majesty's High Court of Chancery, the 13th day of July 1868.
—	—	474	—	—	—	—	—	474	—	
—	—	668,000	51,038 6,400 4,800 55,930	4 4 ½ 4 ½ 4 ½	—	—	118,168	786,168	—	Leased to the London and North Western and Lancashire and Yorkshire.
—	—	—	—	—	—	—	—	—	—	The required capital has not yet been raised, and the scheme is practically abandoned.

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
ENGLAND AND WALES— <i>cont^d</i> .	£.	£.	£.	£.	*	£.		*	£.
Rhondda Valley and Hirwain Junction.	135,000	[45,000	180,000	3,186	-	-	-	-	-
Rhymney - - - - -	862,000	287,300	1,149,300	190,976	1½	90,000	5	5	136,214 80,110
Rickmansworth, Amersham, and Chesham.	No Return to the Order of the House.								
Ringwood, Christchurch, and Bournemouth.	Worked by the London and South Western.								
Ross and Monmouth - - -	160,000	53,000	213,000	10,893	-	-	-	-	-
Royston and Hitchin - - -	Leased to the Great Northern.								
Ryde Pier Railways - - -	95,500	35,000	130,500	55,317	3	-	-	-	-
Ryde Station - - - - -	No Return to the Order of the House.								
Saffron Walden - - - - -	Worked by the Great Eastern.								
St. Ives and West Cornwall Junction	No Return to the Order of the House.								
Salisbury and Dorset Junction -	Worked by the London and South Western.								
Salisbury and Yeovil - - -	Leased to the London and South Western.								
Salisbury Railway and Market House.	Worked by the London and South Western.								
Saltash and Callington - - -	No Return to the Order of the House.								
Saundersfoot Railway and Harbour -	No Return to the Order of the House.								
Scarborough and Whitby - - -	No Return to the Order of the House.								
Seaton and Beer - - - - -	Worked by the London and South Western.								
Sevenoaks, Maidstone, and Tunbridge.	Worked by the London, Chatham, and Dover.								
Severn and Wye Railway and Canal	183,000	62,666	245,666	99,561	2½	-	-	-	8,355 30,000
Severn Junction - - - - -	No Return to the Order of the House.								
Severn Valley - - - - -	Leased to the Great Western.								
Shrewsbury and Hereford - - -	675,000	225,000	900,000	191,480 (a) 4,502	6 4½	385,650	6	6	50,000
Shropshire Union Railways and Canal.	Leased to the London and North Western.								
Sidmouth and Budleigh Salterton -	No Return to the Order of the House.								
Sidmouth Railway and Harbour -	No Return to the Order of the House.								
Sirhowy - - - - -	145,000	48,300	193,300	105,000	10	-	-	-	40,000
Sittingbourne and Sheerness - -	Leased to the London, Chatham, and Dover.								
Somerset and Dorset - - - - -	No Return to the Order of the House.								

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SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.	£.	£.	
-	-	£. 3,196	-	-	-	-	-	3,196	-	
6 5	6 5	497,300	57,110 46,470 41,930	5 4½ 4½	-	-	145,510	642,810	-	
-	-	10,893	-	-	-	-	-	10,893	-	
-	-	55,317	11,000	5	-	-	11,000	66,317	-	
5½ 4½	5½ 4½	137,916	18,750 1,250	5 4½	-	-	20,000	157,916	-	This Return is for the year ending 31st March 1869.
4½	4½	631,632	11,900 19,300 126,815 3,000 28,420	5 4½ 4½ 4½ 4	35,565	4	225,000	856,632	5,000	(a) Received in advance of calls. This line is leased to the London and North Western and Great Western jointly.
5	5	145,000	48,300	5	-	-	48,300	193,300	-	

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NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
ENGLAND AND WALES— <i>cont^d.</i>	£.	£.	£.	£.	*	£.		*	£.
South Devon - - - -	2,535,420	818,966	3,354,386	1,498,300	27½	-	-	-	115,875 403,795 68,220
Lines leased to, and worked by, the South Devon. Dartmouth and Torbay - Launceston and South Devon Moretonhampstead and South Devon. <i>See also the "West Cornwall."</i>	175,000	58,300	233,300	71,177	-	-	-	-	-
	216,000	72,000	288,000	149,141	-	-	-	-	2,400
	105,000	35,000	140,000	85,943	-	-	-	-	-
South Eastern - - - -	14,786,230	4,928,744	19,714,974	5,638,569 999,240 Preferred. 999,240 Deferred.	4 6 2	481,300	4½	4½	1,934,110 2,739,651 800,000
London and Greenwich - -	760,000	233,300	993,300	550,000	27.13s.9d.	-	-	-	210,000
South Essex - - - -	No Return to the Order of the House.								
South Northumberland - -	60,000	20,000	80,000	-	-	-	-	-	-
Southsea - - - -	No Return to the Order of the House.								
South Wales and Great Western Direct.	No Return to the Order of the House.								
South Wales Mineral - - -	145,000	48,000	193,000	55,610	5½ on 10,930 £.	-	-	-	67,998
South Yorkshire and River Dun -	Leased to the Manchester, Sheffield, and Lincolnshire.								
Spilsby and Firsby - - -	25,000	8,333	33,333	18,500	nil	-	-	-	-
Stafford and Uttoxeter - - -	No Return to the Order of the House.								
Staines, Wokingham, and Woking -	Leased to the London and South Western.								
Stamford and Essendine - -	140,000	46,000	186,000	118,909	nil	-	-	-	18,500
Stoke's Bay Railway and Pier -	Worked by the London and South Western.								
Stonehouse and Nailsworth - -	Leased to the Midland.								
Stourbridge - - - -	Worked by the Great Western.								
Stratford-upon-Avon - - -	Worked by the Great Western.								
Sunningdale and Cambridge Town -	110,000	36,200	146,200	55,315	nil	-	-	-	-
Swansea and Aberystwith Junction.	No Return to the Order of the House.								
Swansea Vale - - - -	335,000	111,600	446,600	127,702 2,510	nil (a) nil	-	-	-	72,432 11,160 17,800
Taff Vale - - - -	1,400,000	437,000	1,837,000	1,016,920	9	-	-	-	165,000 66,775 53,225

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Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.		
	*	£.	£.		£.		£.	£.	
3½	3½	2,086,190	6,300	4	80,875	4	665,425	2,751,615	124,250
4½	4½		37,250	4½	49,985	4½			
5	5		272,680	4½					
			16,580	4½					
			201,755	5					
-	-	71,177	50	4½	-	-	57,950	129,127	-
			1,000	4½					
			55,900	5					
			1,000	6					
5	-	151,541	60,000	5	-	-	60,000	211,541	-
-	-	85,943	35,000	5	-	-	35,000	120,943	-
4½	4½	13,592,110	50,000	3½	67,980	4	4,918,406	18,510,516	-
5	5		192,420	4	1,500	4½			
5½	5½		209,662	4½	1,003,984	5			
			1,540,731	4½					
			413,003	4½					
			1,439,126	5					
5	5	760,000	192,600	4	-	-	202,600	962,600	-
			10,000	5					
-	-	-	-	-	-	-	-	-	No capital has been raised in consequence of the inability of the Company to carry out the undertaking, until the formation of the Walbottle Branch of the Blyth and Tyne Railway, of which it was intended to be a continuation. This branch has not been commenced, and without it the South Northumberland Railway cannot be carried out, as it is entirely dependent upon it for a communication with the adjacent district.
6	6 on 20,000 L.	123,608	46,700	5	-	-	48,000	171,608	-
			1,300	6					
-	-	18,500	-	-	-	-	-	18,500	-
5	nil	137,409	21,000	5	-	-	21,000	158,409	-
-	-	55,315	12,300	6	-	-	12,300	67,615	-
6	6	231,604	82,950	5	-	-	82,950	314,554	-
5	5								
4	4								
5	9	1,301,920 ^(b)	105,569	4	39,817	4	437,000	1,738,920	15,217
5	5		99,040	4½					
4½	4½		87,364	4½					
			56,700	4½					
			48,510	5					
									(a) Forfeited shares.
									(b) Less:—Capitalised Interest 108,000 - - and Discount. Deduct—Premiums received 34,196 1 11 on shares sold.
									£. s. d. £. 73,803 18 1

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.		AUTHORISED CAPITAL.			PAID UP STOCK AND					
		By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
ENGLAND AND WALES— <i>contd.</i>		£.	£.	£.	£.	*	£.		*	£.
Lines leased to, and worked by, the Taff Vale.	Aberdare - - - -	50,000	16,600	66,600	50,000	10	-	-	-	-
	Cowbridge - - - -	No Return to the Order of the House.								
	Dare Valley - - - -	35,000	11,500	46,500	35,000	(a) 5	-	-	-	-
	Llantrissant and Taff Vale Junction.	181,000	60,000	241,000	44,200 (c) 13,752	(b) 5	-	-	-	-
	Penarth Harbour, Dock, and Railway.	622,000	207,000	829,000	527,400	4	-	-	-	-
	Talacre Pier and Harbour - -	150,000	50,000	200,000	—	—	—	—	—	—
	Talylyn - - - - -	15,000	5,000	20,000	15,000	—	-	-	-	-
	Tamar, Kit Hill, and Callington -	No Return to the Order of the House.								
	Tees Valley - - - - -	50,000	16,600	66,600	43,148	—	-	-	-	-
	Teign Valley - - - - -	(d) 31,000	(d) 79,000	(d) 110,000	19,323	—	-	-	-	-
	Teme Valley - - - - -	350,000	116,000	466,000	5,006	—	-	-	-	-
	Tenbury - - - - -	30,000	10,000	40,000	30,000	3	-	-	-	-
	Tenbury and Bewdley - - -	Worked by the Great Western.								
	Tendring Hundred - - -	Worked by the Great Eastern.								
	Tendring Hundred Extension -									
	Tevesbury and Malvern - -	Worked by the Midland.								
	Thetford and Watton - - -	45,000	15,000	60,000	22,020	—	-	-	-	-
	Thorpe and Great Clacton Railway and Pier.	No Return to the Order of the House.								
	Tiverton and North Devon - -	No Return to the Order of the House.								
	Torbay and Brixham - - -	18,000	6,000	24,000	18,000	—	-	-	-	-
	Tottenham and Hampstead Junction	510,000	169,866	679,866	273,170	—	-	-	-	-
	Trent, Ancholme, and Grimsby -	180,000	60,000	240,000	180,000	—	-	-	-	-
	Uxbridge and Rickmansworth -	113,000	37,300	150,300	17,810	—	-	-	-	-
	Vale of Crickhowell - - - -	No Return to the Order of the House.								
	Vale of Llangollen - - - -	Worked by the Great Western.								
	Vale of Towy - - - - -	60,000	18,000	78,000	54,822	4½	-	-	-	-
	Victoria Station and Pimlico - -	412,500	137,500	550,000	225,000	9	-	-	-	130,000
	Wallingford and Watlington -	Worked by the Great Western.								
	Wantage and Great Western Junction	No Return to the Order of the House.								
	Waterloo and Whitehall - - -	210,000	57,000	267,000	70,712	—	-	-	-	-
	Watford and Rickmansworth -	Worked by the London and North Western.								
	Weedon and Daventry - - -	No Return to the Order of the House.								
	Wellington and Drayton - - -	Worked by the Great Western.								

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SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.			
£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
-	-	50,000	11,600 1,750 1,000 2,250	4 4½ 4½ 5	-	-	16,600	66,600	-	
-	-	35,000	2,000 9,500	(a) 5 (a) 4½	-	-	11,500	46,500	-	(a) Guaranteed for 21 years from 1st July 1866, by the Taff Vale Company; who also pay the interest on the loans.
-	-	57,952	6,150 6,850	(b) 4 (b) 4¼	-	-	13,000	70,952	-	(b) Guaranteed for 35 years, from 20th September 1863, by the Taff Vale Company, who also pay the interest on the loans.
-	-	527,400	20,400 30,000 147,600	4½ 4½ 5	-	-	207,000	734,400	-	(c) Received in anticipation of calls.
-	-	-	-	-	-	-	-	-	-	
-	-	15,000	-	-	-	-	-	15,000	-	This Return is for the year ending 31st March 1869.
-	-	43,148	-	-	-	-	-	43,148	-	
-	-	19,323	-	-	-	-	-	19,323	-	(d) As modified by a scheme of arrangement with the Company's creditors under the "Railway Companies Act, 1867," confirmed by and enrolled in the Court of Chancery, 22nd November 1867.
-	-	5,006	-	-	-	-	-	5,006	-	This Return is for the year ending 31st March 1869.
-	-	30,000	-	-	5,570 4,430	5 4½	10,000	40,000	-	Vested jointly in the Great Western and London and North Western.
-	-	22,020	-	-	-	-	-	22,020	-	
-	-	18,000	6,000	5	-	-	6,000	24,000	-	
-	-	273,170	53,300	5	-	-	53,300	326,470	-	
-	-	180,000	11,500 17,920 20,990	4½ 4½ 5	-	-	50,410	230,410	-	
-	-	17,810	-	-	-	-	-	17,810	-	
-	-	54,822	9,300 8,700	5 4½	-	-	18,000	72,822	-	This Line is leased to the Llanelly and London and North Western Companies.
4½	4½	355,000	14,550 52,450	4½ 4½	98,972	4½	165,972	520,972	-	Rented by the London, Brighton, and South Coast, London, Chatham, and Dover, and Great Western Railway Companies.
-	-	70,712	-	-	-	-	-	70,712	-	

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
	£.	£.	£.	£.	*	£.		*	£.
ENGLAND AND WALES— <i>contd.</i>									
Wellington and Severn Junction -	<i>Leased to the Great Western.</i>								
Wenlock - - - - -	<i>Leased to the Great Western.</i>								
Wensum Valley - - - -	No Return to the Order of the House.								
West Bromwich and Walsall - -	100,000	33,300	133,300	—	—	—	—	—	—
West Cornwall - - - - -	406,900	165,000	571,900	346,900	2½	—	—	—	39,000
West Grinstead, Cuckfield, and Hayward's Heath Junction.	No return to the Order of the House.								
West London - - - - -	210,000	65,000	275,000	116,000	—	—	—	—	47,200
West London Extension - - -	555,000	185,000	740,000	532,500	—	—	—	—	—
West Norfolk Junction - - -	<i>Worked by the Great Eastern.</i>								
West Somerset - - - - -	<i>Leased to the Bristol and Exeter.</i>								
West Somerset Mineral - - -	75,000	21,500	96,500	42,500	5	—	—	—	32,500
West Sussex Junction - - -	125,000	41,600	166,600	10,097	nil	—	—	—	—
Weymouth and Portland - - -	75,000	25,000	100,000	75,000	4½	—	—	—	—
Whitby, Redcar, and Middlesborough Union.	250,000	83,300	333,300	—	—	—	—	—	—
Whitehaven, Cleator, and Egremont	288,000	95,600	383,600	239,987	9	—	—	—	29,315
Wilts and Gloucestershire - -	243,000	81,000	324,000	13,718	—	—	—	—	—
Wiltshire - - - - -	No return to the Order of the House.								
Winchcomb and Midland - - -	No return to the Order of the House.								
Witney - - - - -	<i>Worked by the Great Western.</i>								
Wivenhoe and Brightlingsea - -	<i>Worked by the Great Eastern.</i>								
Wolverhampton and Walsall - -	195,000	64,900	259,900	107,790	—	—	—	—	—
Worcester, Bromyard, and Leominster.	200,000	66,500	266,500	107,950	—	—	—	—	—
Worcester, Dean Forest, and Monmouth.	150,000	50,000	200,000	23,167	—	—	—	—	—
Wrexham and Minera - - - -	36,000	12,000	48,000	36,000	—	—	—	—	—
Wrexham, Mold, and Connah's Quay	865,000	288,200	1,153,200	262,583	—	—	—	—	75,000
Buckley - - - - -	90,000	30,000	120,000	29,830	5	—	—	—	28,070
Wye Valley - - - - -	230,000	76,600	306,600	—	—	—	—	—	2,750
TOTAL, ENGLAND AND WALES - } £.	375,657,452	133,856,513	509,513,965	187,557,905	—	21,863,878	—	—	103,006,365

* Where the Figures in these Columns are printed in *Italics*, the rate per cent. per annum of

The following Companies did not make Returns of their

Abergavenny and Monmouth.
 Alexandra (Newport) Dock.
 Alford and Mablethorpe.
 Bala and Dolgelly.
 Beddgelert.
 Bembridge Railway, Tramway, and Pier.
 Birmingham and Sutton Coldfield Extension.
 Bishop's Waltham.
 Brecon and Llandovery Junction.
 Bidgorth, Wolverhampton, and Staffordshire.
 Bristol and North Somerset.
 Carmarthenshire.

Corris.
 Coventry and Great Western Junction.
 Cowbridge.
 Deal and Dover.
 Delabole Railway and Bossinney Harbour.
 Drayton Junction.
 Elham Valley.
 Fareham and Netley.
 Fishguard Railway and Harbour.
 Henley-in-Arden.
 Holywell.
 Hoylake.

Isle of Purbeck.
 Isle of Wight (Newport Junction.)
 Kingston and Eardisley.
 Laugharne.
 Lugg Valley.
 Maeclesfield, Knutsford, and Warrington.
 Mersey Pneumatic.
 Milford Haven Dock and Railway.
 Minehead.
 Neath and Brecon, and Swansea Vale and Neath and Brecon Junction.
 New Milford Docks.

SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.			
	*	£.	£.		£.		£.	£.	
-	-	-	-	-	-	-	-	-	
5	5	385,900	133,710 31,290	4½ 5	-	-	165,000	550,900	- - Leased to the Great Western, Bristol and Exeter, and South Devon.
-	-	163,200	-	-	-	-	-	163,200	- - Leased to the London and North Western and Great Western.
-	-	532,500	14,800 33,110 28,600	4½ 4½ 5	-	-	76,510	609,010	- - Line used by the Great Western, London and North Western, London and South Western, and London, Brighton, and South Coast.
6	6	75,000	17,000	5	4,500	5	21,500	96,500	-
-	-	10,097	-	-	-	-	-	10,097	-
-	-	75,000	25,000	4½	-	-	25,000	100,000	- - Worked by the Great Western and London and South Western jointly.
-	-	-	-	-	-	-	-	-	-
5	5	269,302	850 14,400 69,350	4 4½ 4½	-	-	84,600	353,902	-
-	-	13,718	-	-	-	-	-	13,718	-
-	-	107,790	-	-	-	-	-	107,790	-
-	-	107,950	-	-	-	-	-	107,950	-
-	-	28,167	-	-	-	-	-	28,167	- - Nothing doing in any way.
-	-	36,000	-	-	-	-	-	36,000	-
5	nil	337,583	116,550	5	-	-	116,550	454,133	-
5	5	57,900	20,000	5	-	-	20,000	77,900	- - The Line is worked by the Wrexham, Mold, and Connah's Quay Railway Company, who guarantee 5 per cent. upon all shares.
-	-	2,750	-	-	-	-	-	2,750	-
-	-	313,088,148	89,055,942	-	23,017,416	-	112,073,358	425,161,506	11,784,080

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

Capital, although they were several times requested to do so :

Newport and Usk.
North and South Wiltshire.
North Kent Railway Extension.
North London, Highgate, and Alexandra Park.
North Western and Charing Cross.
Plymouth and Dartmoor.
Pontypool, Caerleon, and Newport.
Rickmansworth, Amersham, and Chesham.
Ryde Station.
St. Ives and West Cornwall Junction.
Saltash and Callington.
Saundersfoot Railway and Harbour.

Scarborough and Whitby.
Severn Junction.
Sidmouth and Budleigh Salterton.
Sidmouth Railway and Harbour.
Somerset and Dorset.
South Essex.
Southsea.
South Wales and Great Western Direct.
Stafford and Uttoxeter.
Stokes Bay Railway and Pier.
Swansea and Aberystwith Junction.
Tamar, Kit Hill, and Callington.

Thorpe and Great Clacton Railway and Pier.
Tiverton and North Devon.
Vale of Crickhowell.
Wantage and Great Western Junction.
Watford and Rickmansworth.
Weedon and Daventry.
Wellington and Severn Junction.
Wensum Valley.
West Grinstead, Cuckfield, and Hayward's Heath Junction.
Wiltshire.
Winchcomb and Midland.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
SCOTLAND:	£.	£.	£.	£.	*	£.		*	£.
<i>Aboyne and Braemar</i> - - -	<i>Worked by the Great North of Scotland.</i>								
<i>Alyth</i> - - - - -	<i>Leased to the Caledonian.</i>								
<i>Arbroath and Forfar</i> - - -	<i>Leased to the Caledonian.</i>								
<i>Ayr and Maybole</i> - - -	<i>Worked by the Glasgow and South Western.</i>								
<i>Berwickshire</i> - - - -	<i>Worked by the North British.</i>								
<i>Blane Valley</i> - - - -	<i>Worked by the North British.</i>								
Bo'ness and Grangemouth - -	85,000	28,300	113,300	568	-	-	-	-	-
Broxburn - - - - -	8,000	2,600	10,600	1,785	-	-	-	-	-
<i>Busby</i> - - - - -	<i>Worked by the Caledonian.</i>								
Caithness - - - - -	130,000	43,000	173,000	1,936	-	-	-	-	-
Caledonian - - - - -	18,150,515	6,017,391	24,167,906	4,734,436	3½	156,355	8	8	150,000
				Caledonian.		240,000	7½	7½	365,516
				830,000	4	1,141,333	6½	6½	1,349,704
				Aberdeen.		60,000	6	6	2,477,309
				600,000	6l. 11s. 10d.	595,547	5	5	159,368
				Scottish		600,000	4½	4½	455,406
				Midland.		125,000	3½	3½	136,826
				200,000	10l. 2s. 9d.	799,412	3	3	52,838
				Dundee and Arbroath.					
				1,112,122	7				
				Scottish Central.					
Alyth - - - - -	33,000	11,000	44,000	28,732	1	-	-	-	2,950
Arbroath and Forfar - -	250,000	16,666	266,666	183,841	6	40,000	6	6	-
Busby - - - - -	105,000	35,000	140,000	41,750	nil	-	-	-	40,400
Crieff and Methven Junction -	50,000	16,600	66,600	49,990	nil	-	-	-	-
Glasgow, Barrhead, and Neilston Direct.	275,000	-	275,000	150,000	4½	-	-	-	-
				125,000	3½	-	-	-	-
Glasgow, Garnkirk, and Coatbridge.	156,355	-	156,355	156,355	8	-	-	-	-
Greenock and Wemyss Bay -	150,000	50,000	200,000	90,261	nil	-	-	-	29,936
Montrose and Bervie - -	70,000	23,000	93,000	70,000	-	-	-	-	-
Portpatrick - - - - -	552,000	184,000	736,000	436,152	1½	-	-	-	-
Callander and Oban - - -	600,000	200,000	800,000	170,626	-	-	-	-	-
<i>Carlisle and Silloth Bay</i> - -	<i>Leased to the North British.</i>								
City of Glasgow Union - - -	1,110,000	370,000	1,480,000	600,000	-	-	-	-	83,890
Crieff and Comrie - - - -	40,000	13,300	53,300	4,107	-	-	-	-	-
<i>Crieff and Methven Junction</i> -	<i>Worked by the Caledonian.</i>								
Crofthead and Kilmarnock Extension.	240,000	80,000	320,000	124,157	-	-	-	-	-

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SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and Debenture Stock.			
	*	£.	£.		£.		£.	£.	£.	
-	-	568	-	-	-	-	-	568	-	This undertaking is under an application for abandonment.
-	-	1,785	-	-	-	-	-	1,785	-	
-	-	1,936	-	-	-	-	-	1,936	-	
7 6 5 4½ 4¼ 4 3½ 3	7 6 5 4½ 4¼ 4 3½ 3	16,341,172	1,221,186 155,454 3,450,529 4,452 53,901	4½ 4¼ 4 3½ 3½	541,661	4	5,427,183	21,768,355	477,630	This Return is for the year ending 31st January 1869.
5	5	31,682	9,250 600 1,150	5 4½ 4	-	-	11,000	42,682	-	
-	-	223,841	5,600	4	-	-	5,600	229,441	-	This Return is for the year ending 7th March 1869.
5	nil	82,150	13,750 2,300 3,950	4½ 4¾ 5	-	-	20,000	102,150	-	This Return is for the year ending 31st January 1869.
-	-	49,990	11,470 1,072	5 4½	-	-	12,542	62,532	-	This Return is for the year ending 31st January 1869.
-	-	275,000	-	-	-	-	-	275,000	-	
-	-	156,355	-	-	-	-	-	156,355	-	
5	nil	120,197	2,000 16,856 200 16,340	5½ 5 4¾ 4½	-	-	35,396	155,593	-	This Return is for the year ending 31st January 1869.
-	-	70,000	8,000 11,500	3 5	-	-	19,500	89,500	-	This Return is for the year ending 31st January 1869.
-	-	436,152	3,340 37,551 19,750 44,240	4½ 4½ 4¾ 5	-	-	104,881	541,033	-	This Return is for the year ending 31st January 1869.
-	-	170,626	-	-	-	-	-	170,626	-	This Return is for the year ending 31st January 1869.
5	-	683,890	-	-	-	-	-	683,890	-	This Return is for the year ending 31st January 1869.
-	-	4,107	-	-	-	-	-	4,107	-	This Return is for the year ending 31st March 1869.
-	-	124,157	-	-	-	-	-	124,157	-	This Return is for the year ending 31st January 1869.

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
SCOTLAND—continued.	£.	£.	£.	£.	*	£.		*	£.
Deeside - - - - -	Leased to the Great North of Scotland.								
Deeside Extension - - - - -									
Devon Valley - - - - -	Worked by the North British.								
Dingwall and Skye - - - - -	400,000	133,300	533,300	25,146	-	-	-	-	-
Edinburgh and Bathgate - - - - -	Leased to the North British.								
Esk Valley - - - - -	Leased to the North British.								
Findhorn - - - - -	Worked by the Highland.								
Forth and Clyde Junction - - - - -	192,000	64,000	256,000	106,373	nil	-	-	-	58,782 4,520 16,480
Girvan and Portpatrick Junction - - - - -	250,000	83,300	333,300	-	-	-	-	-	-
Glasgow and Milngavie Junction - - - - -	Worked by the North British.								
Glasgow and South Western - - - - -	6,245,100	1,770,000	8,015,100	599,767 3,131,740 (a) 21,195	4½ 4½	156,250 663,110	5 minimum 5	3 5	598,600 25,000 (a) 105,480
Leased to, and worked by, the Glasgow and South Western.	Ayr and Maybole - - - - -	34,500	10,500	45,000	34,500	5½	-	-	-
	Kilmarnock and Troon - - - - -	95,000	-	95,000	40,000	8¾	-	-	-
Glasgow, Barrhead, and Neilston Direct.	Leased to the Caledonian.								
Glasgow, Garnkirk, and Coatbridge	Leased to the Caledonian.								
Great North of Scotland - - - - -	2,554,443	864,919	3,419,362	862,655	nil	-	-	-	291,090 276,778 13,810 482,050 222,400 124,912
Lines leased to, and worked by, the Great North of Scotland.	Aboyne and Braemar - - - - -	66,000	22,000	88,000	34,620	2	-	-	-
	Deeside - - - - -	140,250	43,400	183,650	116,227	7½	-	-	23,825
	Deeside Extension - - - - -	80,000	26,600	106,600	79,644	3½	-	-	-
	Morayshire - - - - -	139,700	46,433	186,133	52,887	nil	12,900	5	5 12,620 34,820

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SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.			
	*	£.	£.		£.		£.	£.	£.	
-	-	25,146	-	-	-	-	-	25,146	-	
5 5 6	3 nil nil	186,155	38,355 23,395 2,250	5 4½ 4½	-	-	64,000	250,155	-	This Return is for the year ending 31st January 1869.
-	-	-	-	-	-	-	-	-	-	
5 4 5	5 4	5,301,142	4,000 343,983 15,700 1,017,443 20,000 54,400	5 4½ 4½ 4 3¾ 3½	51,893	4	1,507,419	6,808,561	727,570	This Return is for the year ended 31st January 1869. (a) Received in advance.
-	-	34,500	5,500 1,800 3,200	4 4½ 4½	-	-	10,500	45,000	-	This Return is for the year ending 31st January 1869.
-	-	40,000	-	-	-	-	-	40,000	-	
5 5 4½ 4½ 4½ -	11. 7s. 9d. 5 4½ 4½ nil 2½	2,273,695	64,023 2,249 243,836 107,008 399,830 25,000 1,000	4 4½ 4½ 4¾ 5 5½ 5½	11,915	4	854,861	3,128,556	23,151	This Return is for the year ending 31st January 1869.
-	-	34,620	200 21,800	4½ 5	-	-	22,000	56,620	-	This Return is for the year ending 31st January 1869.
4 ½	4½	140,052	23,155 20,245	4 4½	-	-	43,400	183,452	13,000	
-	-	79,644	19,632 4,668	4 4½	-	-	24,300	103,944	-	
4 ½ 5	nil nil	113,227	100 600 6,780 30,050 600	4 4½ 4½ 5 6	-	-	38,130	151,357	-	

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
SCOTLAND—continued.	£.	£.	£.	£.	*	£.		*	£.
Greenock and Ayrshire - - -	500,000	166,600	666,600	349,550	-	-	-	-	-
Greenock and Wemyss Bay - - -	<i>Worked by the Caledonian.</i>								
Highland - - - - -	2,329,000	700,880	3,029,880	1,033,835	2½	-	-	-	135,080 498,330 505,245
Findhorn - - - - -	9,000	3,000	12,000	8,962	nil	-	-	-	-
Kilmarnock and Troon - - -	<i>Leased to the Glasgow and South Western.</i>								
Leslie - - - - -	<i>Worked by the North British.</i>								
Leven and East of Fife - - -	130,000	43,300	173,300	36,720 Leven stock. 85,000 East of Fife stock.	8½ 3½	-	-	-	42,130
Montrose and Bervie - - -	<i>Worked by the Caledonian.</i>								
Morayshire - - - - -	<i>Worked by the Great North of Scotland.</i>								
Newport - - - - -	46,000	15,300	61,300	-	-	-	-	-	-
North British - - - - -	16,523,006	6,038,607	22,561,613	4,184,420	-	450,000 55,000 391,591 1,388,745 2,950	4 6 5½ 5 4½	½ 6 5½ 5 4½ } (a)	150,000 161,615 46,015 44,260 563,379 2,342,769 46,660 2,419,573 645,566 47,554 60,956 122,242 in advance.
Berwickshire - - - - -	130,000	(b) 43,300	173,300	122,818	1½	-	-	-	-
Blane Valley - - - - -	75,000	25,000	100,000	32,990	nil	-	-	-	30,210
Carlisle and Silloth Bay - -	240,000	25,000	265,000	163,139	nil	-	-	-	75,000
Devon Valley - - - - -	100,000	(c) 26,600	126,600	42,099	-	-	-	-	-
Edinburgh and Bathgate -	250,000	83,000	333,000	179,550 9,436	5 s. 6 d. per share. 4 0/2 calls in advance.	-	-	-	-
Esk Valley - - - - -	27,000	9,000	36,000	14,727	nil	-	-	-	-
Glasgow and Milngavie Junction	30,000	10,000	40,000	18,720	2½	-	-	-	-
Leslie - - - - -	47,000	14,500	61,500	22,796	3½	-	-	-	9,120
Peebles - - - - -	97,000	32,000	129,000	70,000	6¾	-	-	-	27,000
Port Carlisle Dock and Railway	144,137	-	144,137	70,600	1½	-	-	-	-
St. Andrew's - - - - -	27,000	7,000	34,000	21,000	5½	-	-	-	-

Lines leased to, and worked by, the North British.

* Where the Figures in these Columns are printed in *Italics*, the rate per cent. per annum of

SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.	£.	£.	
—	—	£. 349,550	£. 15,391 80,463	4½ 4½	—	—	95,854	445,404	—	This Return is for the year ending 31st January 1869.
6 5 4½	6 5 4½	2,112,490	40,617 517,951 4,600 137,251	5 4½ 4½ 4	150	4	700,569	2,813,059	30,000	This Return is for the year ending 28th February 1869.
—	—	8,962	1,750	4½	—	—	1,750	10,712	—	
4½	4½	113,850	8,370 10,500 18,430	4 4½ 4½	—	—	37,300	151,150	—	This Return is for the year ending 31st January 1869.
—	—	—	—	—	—	—	—	—	—	
5½ 5 4 3½ 6 5 4½ 4½ 4 5 nil —	5½ 5 4 3½ 6 5 4½ 4½ 4 5 nil nil	12,123,295	1,000 1,500 1,103,879 742,596 1,995,809 131,570 1,274,483	3½ 3½ 4 4½ 4½ 4½ 5	45,000 122,147 138,507 400,679	3½ 4 4½ 5	5,957,170	19,080,465	470,371	This Return is for the year ending 31st January 1869. (a) These dividends were declared, but the position of the Company prevented their being paid in cash; they were therefore deferred.
—	—	122,818	200 4,200 8,100 11,800 8,760	4 4½ 4½ 4½ 5	—	—	33,060	155,878	—	This Return is for the year ending 31st January 1869. (b) "This sum has been reduced by 240 L., being 20 years' purchase of a ground annual of 12 L. a year granted by the Company, and which falls to be deducted from the loan capital according to 23 & 24 Vict. c 106, s. 5."
4½	nil	63,200	3,200	5	—	—	3,200	66,400	—	This Return is for the year ending 31st January 1869.
5	15 s.	238,139	100 6,000 18,879	4 4½ 5	—	—	24,979	263,118	—	This Return is for the year ending 31st March 1869.
—	—	42,099	—	—	—	—	—	42,099	—	This Return is for the year ending 31st January 1869. (c) Reduced by 1,537 L. in terms of Section 37 of 21 & 22 Vict. c. 122, 20 years' purchase of feu duties payable by the Company of 76 L. 17 s. per annum.
—	—	188,986	6,300 10,000 22,650 25,000	4 4½ 4½ 5	—	—	63,950	252,936	—	This Return is for the year ending 31st January 1869.
—	—	14,727	9,000	5	—	—	9,000	23,727	—	
—	—	18,720	5,009	4½	—	—	5,009	23,729	—	This Return is for the year ending 31st January 1869.
5	5	31,916	2,150 12,050	5 4½	—	—	14,200	46,116	—	This Return is for the year ending 31st January 1869.
5	5	97,000	5,750 7,874 3,850 14,516	5 4½ 4½ 4	—	—	31,990	128,990	—	This Return is for the year ending 31st January 1869.
—	—	70,600	—	—	73,537	3	73,537	144,137	—	This Return is for the year ending 31st January 1869.
—	—	21,000	5,300	4	—	—	5,300	26,300	—	This Return is for the year ending 31st January 1869.

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
SCOTLAND—continued.	£.	£.	£.	£.	*	£.		*	£.
<i>Peebles - - - - - Leased to the North British.</i>									
<i>Port Carlisle Dock and Railway - Leased to the North British.</i>									
<i>Port Patrick - - - - - Worked by the Caledonian.</i>									
<i>St. Andrew's - - - - - Worked by the North British.</i>									
Solway Junction - - - - -	380,000	126,600	506,600	198,632	-	-	-	-	60,000
Sutherland - - - - -	210,000	70,000	280,000	90,580	-	-	-	-	-
TOTAL SCOTLAND - - £.	53,496,006	17,594,996	71,091,002	21,522,146	-	6,878,193	-	-	15,568,014
IRELAND :									
Athenry and Ennis Junction - -	230,000	76,600	306,600	95,185	nil	-	-	-	86,590
<i>Athenry and Tuam - - - - - Leased to the Midland Great Western of Ireland.</i>									
Banbridge Extension - - - - -	90,000	30,000	120,000	51,114	-	-	-	-	-
<i>Banbridge Junction - - - - - Leased to the Dublin and Belfast Junction.</i>									
<i>Banbridge, Lisburn, and Belfast - Leased to the Ulster.</i>									
Belfast and County Down - - -	515,000	166,666	681,666	237,287	nil	-	-	-	206,800 11,050
Belfast and Northern Counties -	910,000	323,833	1,233,833	557,827	5	-	-	-	160,000 119,100
Worked by the Belfast and Northern Counties.	Carrickfergus and Larne.	125,000	41,500	166,500	82,731	-	-	-	-
	Londonderry and Coleraine.	325,775	262,763	588,538	322,385	-	-	-	-
Belfast Central - - - - -	450,000	150,000	600,000	60,000 142,955 in advance.	-	-	-	-	-
Belfast, Holywood, and Bangor -	300,000	99,000	399,000	132,308	nil	-	-	-	79,220
Bray and Enniskerry - - - - -	36,000	12,000	48,000	-		-	-	-	-
<i>Carrickfergus and Larne - - - - - Worked by the Belfast and Northern Counties.</i>									
<i>Central Ireland Railways Committee</i>	<i>See Kilkenny Junction and Waterford and Central Ireland.</i>								

* Where the Figures in these Columns are printed in *Italics*, the rate per cent. per annum of

SHARE CAPITAL.			CAPITAL RAISED BY LOAN AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.			
	*	£.	£.		£.		£.	£.	£.	
5	-	258,632	100 74,807 14,620	4½ 5 6	- - -	-	89,527	348,159	—	
-	-	90,580	53,812 6,100	4½ 5	- - -	-	59,912	150,492	—	
-	-	43,968,353	14,021,530	-	1,385,489	-	15,407,019	59,375,372	1,741,722	
5	nil	181,725	75,600	5	- - -	-	75,600	257,325	—	
-	-	51,114	- - -	-	- - -	-	- - -	51,114	- - -	The affairs of the Company have been in bankruptcy since 11th April 1865.
5 4½	5 4½	455,137	51,187 20,614 39,067 40,816 7,270	5 4½ 4½ 4½ 4	- - -	-	159,854	614,991	15,704	This Return is for the year ending 31st January 1869.
4 4½	4 4½	836,927	12,910 138,040 5,000 92,790 37,750	4 4½ 4½ 4½ 4½	285	4	286,775	1,123,702	12,500	
-	-	82,731	3,900 2,000 31,010	4½ 4½ 5	- - -	-	36,910	119,641	—	
-	-	322,385	60,000 95,763 68,089 33,175	5 4 3 2½	- - -	-	257,027	579,412	—	
-	-	202,955	25,000	5	- - -	-	25,000	227,955	—	
5	nil	211,528	38,000	5	- - -	-	38,000	249,528	24,650	
-	-	—	—	-	—	-	—	—	—	

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
IRELAND—continued.	£.	£.	£.	£.	*	£.		*	£.
Clonmel, Lismore, and Dungarvan	300,000	100,000	400,000	5,579	-	-	-	-	-
Cork and Bandon - - -	338,000	88,000	426,000	175,241	-	-	-	-	48,000 29,593
Cork and Kinsale Junction -	No Return to the Order of the House.								
Cork and Kinsale Junction -	Worked by the Cork and Bandon.								
Cork and Limerick Direct -	Worked by the Great Southern and Western of Ireland.								
Cork and Macroom Direct -	120,000	50,000	170,000	75,806	-	-	-	-	6,500
Cork, Blackrock, and Passage -	133,000	43,330	176,330	118,340	1½	-	-	-	-
Downpatrick and Newry -	No Return to the Order of the House.								
Downpatrick, Dundrum, and New-castle.	60,000	20,000	80,000	11,640	-	-	-	-	-
Dublin and Antrim Junction -	120,000	40,000	160,000	60,134	-	-	-	-	-
Dublin and Baltinglass Junction -	180,000	60,000	240,000	4,841	-	-	-	-	-
Dublin and Belfast Junction -	873,500	291,150	1,164,650	873,500	4½	-	-	-	-
Banbridge Junction -	60,000	20,000	80,000	22,128	2	-	-	-	17,800
Dublin and Drogheda - - -	953,000	317,333	1,270,333	637,923	5	55,060 94,225	4½ 4	4½ 4	98,075
Dublin and Kingstown - - -	Leased to the Dublin, Wicklow, and Wexford.								
Dublin and Meath - - -	341,000	115,000	456,000	133,155	nil	-	-	-	120,750 62,710
Dublin Metropolitan Junction Railways.	160,000	53,000	213,000	-	-	-	-	-	-
Dublin, Rathmines, Rathgar, Round-town, Rathfarnham, and Rathcoole.	450,000	149,000	599,000	7,982	-	-	-	-	-
Dublin Trunk Connecting -	279,000	93,000	372,000	84,441	-	-	-	-	-
Dublin, Wicklow, and Wexford -	1,445,000	480,933	1,925,933	550,000	-	-	-	-	200,000 405,630 117,910
Dublin and Kingstown -	350,000	110,000(a)	460,000	350,000	5	-	-	-	-
Dundalk and Greenore - - -	160,000	53,200	213,200	3,345	-	-	-	-	-
Enniskillen, Bundoran, and Sligo -	Worked by the Irish North Western.								
Finn Valley - - - -	Worked by the Irish North Western.								
Great Northern and Western of Ireland.	Worked by the Midland Great Western of Ireland.								

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SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.			
	*	£.	£.		£.		£.	£.	£.	
-	-	5,579	-	-	-	-	-	5,579	-	It is intended to apply to Parliament for an Act to abandon this Railway.
5½	5½	252,834	17,446	6	-	-	76,985	329,769	-	
4	4		7,782	5½						
			1,000	5½						
			37,050	5						
			200	4½						This Return is for the year ending 31st October 1868.
			13,457	4						
5	5	82,306	2,500	4½	-	-	49,250	131,556	-	
			24,000	5						
			5,150	5½						
-	-	118,340	1,939	4	-	-	42,439	160,779	-	This Return is for the year ending 31st January 1869.
			100	4½						
			32,200	5						
			2,000	5½						
			6,200	6						
-	-	11,640	-	-	-	-	-	11,640	-	This Return is for the year ending 31st January 1869.
-	-	60,134	-	-	-	-	-	60,134	-	
-	-	4,841	-	-	-	-	-	4,841	-	
-	-	873,500	4,200	4	1,100	4	935,160	1,108,660	41,526	
			28,350	4½	15,220	4½				
5	5	39,928	7,200	4½	-	-	17,350	57,278	-	This Return is for the year ending 31st January 1869.
			2,900	4¾						
			7,250	5						
5	5	885,283	1,300	4	45,222	4	300,370	1,185,653	18,546	
			65,320	4½						
			152,738	4½						(a) Including 40,000L. "contingent on possible events." This Return is for the year ending 28th February 1869.
			22,890	4¾						
			12,000	5						
5	nil	316,615	114,994	5	-	-	114,994	431,609	-	
6	nil	-	-	-	-	-	-	-	-	
-	-	7,982	-	-	-	-	-	7,982	-	This Return is for the year ending 28th February 1869.
-	-	84,441	-	-	-	-	-	84,441	-	
6	6	1,273,540	151,437	4	-	-	454,692	1,728,232	-	
5	5		400	4½						
5	nil		34,870	4½						
			267,985	5						(a) Including 40,000L. "contingent on possible events." This Return is for the year ending 28th February 1869.
-	-	350,000	70,000	4	-	-	70,000	420,000	-	
-	-	3,345	-	-	-	-	-	3,345	-	

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
IRELAND—continued.	£.	£.	£.	£.	*	£.		*	£.
Great Southern and Western of Ireland.	5,709,940	630,965	6,340,905	4,115,980	4½	-	-	-	1,329,100
Cork and Limerick Direct -	100,000	33,000	133,000	71,375	4½	-	-	-	11,850
Irish North Western - - -	830,000	300,000	1,130,000	171,420	-	-	-	-	470,274
Clones and Cavan Extension	70,000	-	70,000	27,887	-	-	-	-	37,216
Leased to, and worked by, the Irish North Western. { Enniskillen, Bundoran, and Sligo.	450,000	149,900	599,900	45,714	-	-	-	-	100,000
{ Finn Valley - - -	80,000	20,000	100,000	43,636	½	-	-	-	9,330
{ Londonderry and Enniskillen.	455,000	150,000	605,000	129,200	nil	-	-	-	34,912 247,738 43,150
Kilkenny Junction - - -	Worked by the Waterford and Central Ireland.								
Kilrush and Kilkee, and Poultnasherry Reclamation.	No Return to the Order of the House.								
Letterkenny - - - - -	150,000	49,800	199,800	56,200	-	-	-	-	-
Limerick and Castleconnell - -	Worked by the Waterford and Limerick.								
Limerick and Ennis - - -	Worked by the Waterford and Limerick.								
Limerick and Foynes - - -	Worked by the Waterford and Limerick.								
Limerick and North Kerry Junction	No Return to the Order of the House.								
Londonderry and Coleraine - -	Worked by the Belfast and Northern Counties.								
Londonderry and Enniskillen -	Leased to the Irish North Western.								
Londonderry and Lough Swilly -	105,000	26,200	131,200	34,490	-	-	-	-	-
Midland Counties and Shannon Junction.	115,000	38,300	153,300	61,410	nil	-	-	-	-
Midland Great Western of Ireland -	2,750,000	1,338,000	4,088,000	2,157,175	3	-	-	-	300,000
Leased to, and worked by, the Midland Great Western of Ireland. { Athenry and Tuam -	90,000	30,000	120,000	61,818	3	-	-	-	-
{ Great Northern and Western of Ireland.	554,000	184,000	738,000	380,608	-	-	-	-	30,000 110,690
Navan and Kingscourt - - -	No Return to the Order of the House.								
Newry and Armagh - - -	408,120	78,000	486,120	50,050	-	-	-	-	104,337
Newry and Greenore - - -	202,000	67,200	269,200	31,879	-	-	-	-	-
Newry, Warrenpoint, and Rostrevor	120,000	39,900	159,900	99,925	-	-	-	-	12,900 7,100

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SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.			
	*	£.	£.		£.		£.	£.	£.	
4	4	5,445,080	74,603 36,810 10,000 151,519 23,854 42,800	4 4½ 4½ 4½ 4½ 5	223,819	4	563,405	6,008,485	—	
5	5	83,225	4,200 28,600	5½ 5	200	5	33,000	116,225	—	
5	—	641,694	55,302	—	231,327	—	286,629	928,323	—	
4	—	65,103	—	—	—	—	—	65,103	—	
5	—	145,714	85,200	5	—	—	85,200	230,914	—	This Return is for the year ending 31st March 1869.
6	6	52,966	20,000	3½	—	—	20,000	72,966	—	
5	5	455,000	11,765	4	2,100	4½	148,442	603,442	—	(a) And 1½ per cent. on account of arrears.
5	5(a)		350	4½	27,400	4½				
5	nil		27,150	5	63,377	5				
			600	5½						
			15,700	5½						
—	—	56,200	—	—	—	—	—	56,200	—	The line remains unfinished, the works having ceased in January 1865, and have not since been resumed.
—	—	34,490	13,000 6,600	5 6	—	—	19,600	54,090	—	This Return is for the year ending 31st January 1869.
—	—	61,410	100	5	—	—	100	61,510	—	
5	5	2,457,175	433,790 4,720 156,161 221,930 1,600 310,831	3½ 4 4½ 4½ 4½ 5	142,676	4½	1,271,708	3,728,883	113,350	
—	—	61,818	30,000	5	—	—	30,000	91,818	—	
6	6	521,298	113,000	4	—	—	134,000	655,298	—	
5	5		21,000	5	—	—				
5	—	154,387	78,000	5	—	—	78,000	232,387	13,575	
—	—	31,879	—	—	—	—	—	31,879	—	
6	—	119,925	500	4	—	—	39,125	159,050	—	
5½			38,025	5	—	—				

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID UP STOCK AND					
	By Shares.	By Loans.	TOTAL.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend Paid.	Preferential.
IRELAND—continued.	£.	£.	£.	£.	*	£		*	£.
Parsonstown and Portumna Bridge	No Return to the Order of the House.								
Parsonstown and Portumna Bridge Extension.	No Return to the Order of the House.								
Portadown, Dungannon, and Omagh Junction.	Leased to the Ulster.								
Rathkeale and Newcastle Junction	Worked by the Waterford and Limerick.								
Sligo and Ballaghaderreen Junction -	50,000	16,600	66,600	2,012	-	-	-	-	-
Southern - - - - -	231,000	77,000	308,000	86,458	-	-	-	-	-
Ulster - - - - -	1,200,000	309,000	1,509,000	1,000,000	4½	-	-	-	125,725
Leased to the Ulster.	Banbridge, Lisburn, and Belfast.	150,000	49,000	199,000	78,735	nil	-	-	25,000 10,926
	Portadown, Dungannon, and Omagh Junction.	470,775	156,185	(a) 626,960	250,825	-	-	-	66,775 45,300
Waterford and Central Ireland -	450,000	179,500	629,500	250,000	-	-	-	-	196,885
Central Ireland Railways -	110,000	36,000	146,000	—	-	—	-	-	—
Kilkenny Junction - - -	214,000	70,600	284,600	60,575	-	-	-	-	40,880
Central Ireland Railways -	110,000	36,600	146,600	—	-	—	-	-	—
Waterford and Limerick - -	1,010,000	344,700	1,354,700	501,500	nil	-	-	-	359,700 91,200
Lines worked by the Waterford and Limerick.	Limerick and Castleconnell	25,000	8,000	33,000	16,895	-	-	-	7,780
	Killaloe Extension -	44,500	14,833	59,333	36,878	-	-	-	-
	Limerick and Ennis - -	150,000	75,000	225,000	84,563 7,416	nil forfeited shares.	-	-	12,325
	Limerick and Foynes -	175,000	43,300	218,300	97,038	-	-	-	28,487 7,000
	Rathkeale and Newcastle Junction.	No Return to the Order of the House.							
Waterford and Passage - - -	80,000	26,600	106,600	—	-	—	-	-	—
Waterford and Tramore - - -	58,000	19,350	77,350	48,000	2½	-	-	-	10,000
Waterford and Wexford - - -	No Return to the Order of the House.								
Waterford, Lismore, and Fermoy -	400,000	133,000	533,000	—	-	—	-	-	—
Waterford, New Ross, and Wexford Junction.	No Return to the Order of the House.								
West Cork - - - - -	320,000	121,600	441,600	197,977	-	-	-	-	60,020
TOTAL IRELAND - - £.	26,741,610	8,099,041	34,840,651	15,053,376	-	149,285	-	-	5,706,328

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The following Companies did not make Returns of their

Cork and Kinsale Junction.
Downpatrick and Newry.
Kilrush and Kilkee, and Poulinaherry Reclamation.

Limerick and North Kerry Junction.
Navan and Kingscourt.
Parsonstown and Portumna Bridge.

SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total Stock and Share Capital Paid up and Capital Raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend Paid.	Total Paid up Stock and Share Capital.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total Raised by Loans and by Debenture Stock.			
	*	£.	£.		£.		£.	£.	£.	
-	-	2,012	-	-	-	-	-	2,012	-	
-	-	86,458	-	-	-	-	-	86,458	-	
4½	4½	1,125,725	94,857 73,335 2,000 83,200	4 4½ 4¾ 4½	53,385	4	300,777	1,432,502	91,887	
4	nil	114,661	1,100 46,300 1,300 300	4½ 5 5½ 6	-	-	49,000	163,661	-	
6	6	362,900	14,500 15,929 37,367 1,748 56,305	3 4 4½ 4¾ 5	-	-	125,847	488,747	-	(a) Inclusive of 75,000 l. by Shares, and 24,800 l. by Loans authorised for the construction of Branch to Anghnacloy, the powers of which have expired.
6	2½	446,885	42,478 21,846 21,603	3½ 5 6	61,484	5	147,411	594,296	8,750	This Return is for the year ending 25th March 1869.
-	-	-	-	-	-	-	-	-	-	
6	-	101,455	65,958	5	-	-	65,958	167,413	-	
-	-	-	-	-	-	-	-	-	-	
5	5	952,400	51,231 500 23,350 40,425 151,385 30,600 10,500 3,000	3½ 4 4½ 4¾ 5 5½ 5¾ 6	500 5,000 10,000 500	4	326,991	1,279,391	51,812	
5	-	24,615	6,500 1,500	5 5½	-	-	8,000	32,615	-	
-	-	36,878	12,333	5½	-	-	12,333	49,211	-	
5	nil	104,304	20,637 8,600 44,800	3½ 5 6	-	-	74,037	178,341	-	
5½	-	132,525	23,319 19,900	3½ 6	-	-	43,219	175,744	2,500	
-	-	-	-	-	-	-	-	-	-	
5	5	58,000	500 17,850 1,000	5½ 5 4¾	-	-	19,350	77,350	-	
-	-	-	-	-	-	-	-	-	-	
6	-	257,997	102,450 4,050	5 6	-	-	106,500	364,497	-	
-	-	20,908,989	5,351,393	-	883,595	-	6,234,988	27,143,977	394,800	

the Dividend is taken from the Company's Statement of Accounts for the last half year only.

Capital, although repeatedly requested to do so :

Parsonstown and Portumna Bridge Extension.
Rathkeale and Newcastle Junction.

Waterford and Wexford.
Waterford, New Ross, and Wexford Junction.

PART II.

T R A F F I C, &c.

RETURNS by the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, showing the TRAFFIC upon their respective RAILWAYS in PASSENGERS and GOODS during the YEAR ended 31st December 1868.

IN order to prevent reduplication in the mileage, each Company was directed, in returning the "Length of Line open," to exclude the length of those lines belonging to other Companies, over which the Company making the Return had merely "Running Powers," but to include half the length of "Joint Lines."

As it had been ascertained that no uniform rule had been adopted in the method of returning the number of passengers conveyed, each Railway Company was requested to count Return Tickets as two passengers, and children as whole passengers.

It is to be understood that the responsibility for the correctness of the figures in this Return rests upon the different Railway Companies.

ENGLAND AND WALES.

RETURNS by the several RAILWAY COMPANIES in ENGLAND and WALES, showing the TRAFFIC upon their

NAME OF COMPANY.	Length of Line open on 31st December 1868.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
	Double.	Single.	TOTAL.	NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).					Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
				1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.	Holders of Season or Periodical Tickets.					
<i>Aberdare</i> " " " " " "	M.	M.	M.						Tons.	Tons.			
<i>Abingdon</i> " " " " " "	<i>Leased to the Taff Vale.</i>												
<i>Anglesea Central</i> " " " " " "	<i>Worked by the Great Western.</i>												
<i>Aylesbury and Buckingham</i> " " " " " "	-	18	18	5,847	69,123	42,788	117,758	-	8,540	7,526	32,900	Mixed.	32,900
(For 3 Months from 23d September to 31st December.)	-	12	12	348	1,300	3,560	5,208	-	-	-	6,192	-	6,192
<i>Bala and Dolgelly</i> " " " " " "	<i>Worked by the Great Western.</i>												
<i>Berks and Hants Extension</i> " " " " " "	<i>Worked by the Great Western.</i>												
<i>Birkenhead</i> " " " " " "	<i>Vested jointly in the Great Western and London and North-Western.</i>												
<i>Birmingham, Wolverhampton, and Stour Valley</i> " " " " " "	<i>Leased to the London and North-Western.</i>												
<i>Bishop's Castle</i> " " " " " "	-	10	10	1,275	3,278	21,131	25,684	-	7,758	3,745	11,296	7,248	18,544
<i>Bishop's Waltham</i> " " " " " "	<i>Worked by the London and South-Western.</i>												
<i>Blackpool and Lytham</i> " " " " " "	-	8	8	27,567	-	130,351	157,918	4	-	-	48,540	-	48,540
<i>Blyth and Tyne</i> " " " " " "	27	11	38	36,417	90,752	1,023,172	1,150,341	230	1,969,998	117,934	170,576	337,529	508,105
<i>Bodmin and Wadebridge</i> " " " " " "	-	14	14	138	1,331	2,380	3,849	-	15,038	9,157	4,283	7,699	11,982
<i>Bourton-on-the-Water</i> " " " " " "	<i>Worked by the Great Western.</i>												
<i>Brecon and Merthyr Tydfil Junction</i> " " " " " "	6	54	60	9,784	40,143	278,578	328,505	17	490,256	109,937	152,298	186,560	338,858
(Including the Hereford, Hav, and Brecon for 9 months ending 30th September 1868, the remaining 3 months being included in the Mid-Wales Return.)													
<i>Bridport</i> " " " " " "	<i>Leased to the Great Western.</i>												
<i>Bristol and Exeter</i> " " " " " "	77	58	135	168,871	1,061,053	332,635	1,562,559	386	247,797	350,869	839,280	483,769	1,273,049
<i>Bristol and Portishead Pier and Railway</i> " " " " " "	<i>No Return to the Order of the House.</i>												
<i>Bristol and South Wales Union</i> " " " " " "	<i>Worked by the Great Western.</i>												
* <i>Bristol Port Railway and Pier</i> " " " " " "	-	6	6	11,660	27,333	107,078	146,071	1	-	-	31,498	-	31,498
<i>Briton Ferry Floating Dock</i> " " " " " "	<i>Worked by the Great Western.</i>												
<i>Buckinghamshire</i> " " " " " "	<i>Leased to the London and North-Western.</i>												
<i>Buckley</i> " " " " " "	<i>Worked by the Wrexham, Mold, and Connah's Quay.</i>												
<i>Calne</i> " " " " " "	<i>Worked by the Great Western.</i>												
<i>Cambrian</i> " " " " " "	9	167	176	39,402	123,332	830,045	992,779	43	255,070	81,798	419,203	266,321	685,524
<i>Cannock Mineral</i> " " " " " "	<i>Leased to the London and North-Western.</i>												
<i>Cardmarthen and Cardigan</i> " " " " " "	-	19	19	10,287	24,551	169,896	204,734	-	18,922	15,601	63,820	Mixed 15,678	63,820
<i>Carnarvonshire</i> " " " " " "	16	1	17	2,488	26,940	114,708	144,136	-	48,620	6,240	30,747	Mixed 17,369	63,794
<i>Cheshire Lines Committee</i> " " " " " "	30	4	34	39,958	100,794	483,505	624,257	132	-	336,832	288,607	217,165	505,772
<i>Chester and Holyhead</i> " " " " " "	<i>See the London and North-Western.</i>												
† <i>Cockermouth, Keswick, and Penrith</i> " " " " " "	-	32	32	15,220	55,392	80,783	151,395	10	102,911	53,464	72,298	67,890	139,688
<i>Colchester, Stour Valley, Sudbury, and Halstead</i> " " " " " "	<i>Leased to the Great Eastern.</i>												
<i>Colford, Monmouth, Usk, and Pontypool</i> " " " " " "	<i>Leased to the Great Western.</i>												
<i>Colne Valley and Halstead</i> " " " " " "	-	19	19	6,740	16,319	41,618	64,677	2	15,644	17,834	40,844	Mixed.	40,844
<i>Cornwall</i> " " " " " "	4	62	66	35,731	209,418	333,604	578,753	119	79,126	84,866	200,245	79,469	279,714
<i>Corwen and Bala</i> " " " " " "	<i>Worked by the Great Western.</i>												
<i>Cowbridge</i> " " " " " "	<i>Worked by the Taff Vale.</i>												
<i>Cowes and Newport</i> " " " " " "	-	5	5	17,064	65,971	15,850	98,865	-	-	-	30,061	-	30,061
<i>Cromford and High Peak</i> " " " " " "	<i>Leased to the London and North-Western.</i>												
<i>Crystal Palace and South London Junction</i> " " " " " "	<i>Worked by the London, Chatham, and Dover.</i>												
<i>Dare Valley</i> " " " " " "	<i>Worked by the Taff Vale.</i>												
<i>Dartmouth and Torbay</i> " " " " " "	<i>Leased to the South Devon.</i>												
<i>Denbigh, Ruthin, and Corwen</i> " " " " " "	-	19	19	11,867	21,840	138,540	172,237	1	24,442	11,655	65,273	Mixed.	65,273

* This Return is for the year ending 21st March 1869.

† This Return is for 11 months ending 31st December 1868.

ENGLAND AND WALES.

respective RAILWAYS in PASSENGERS and GOODS, during the Year ended 31st December 1868.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.					RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION STEAMBOATS, &c.		TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.		
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	Total Receipts from Passenger Traffic.	Merchandise.					Live Stock.	Minerals.
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	Total from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
														Aberdare.
														Abingdon.
287	1,734	1,436	-	3,457	246	-	3,703	1,539	56	176	1,771	-	5,474	Anglesea Central.
28	71	117	-	216	18	-	234	-	-	-	-	-	234	Aylesbury and Buckingham.
														Bala and Dolgelly.
														Berks and Hants Extension.
														Birkenhead.
														Birmingham, Wolverhampton, and Stour Valley.
122	198	642	-	962	91	-	1,053	881	134	594	1,009	98	2,760	Bishop's Castle.
														Bishop's Waltham.
814	-	2,788	20	3,622	126	-	3,748	-	-	-	-	40	3,788	Blackpool and Lytham.
1,901	4,048	22,913	596	29,458	1,834	30	30,822	11,254	140	88,546	99,940	1,278	132,040	Blyth and Tyne.
13	38	57	-	108	4	-	112	950	-	1,284	2,234	190	2,536	Bodmin and Wadebridge.
														Bourton-on-the-Water.
1,342	2,957	10,315	98	14,712	699	-	15,411	14,842	758	26,917	42,517	1,102	59,030	Brecon and Merthyr Tydfil Junction.
														Bridport.
49,087	108,554	51,428	3,295	212,364	26,706	10,721	249,791	103,356	6,236	28,903	138,405	11,628	399,914	Bristol and Exeter.
														Bristol and Portishead Pier and Railway.
														Bristol and South Wales Union.
314	501	2,054	6	2,875	51	-	2,926	-	-	-	-	-	2,926	Bristol Port Railway and Pier.
														Briton Ferry Floating Dock.
														Buckinghamshire.
														Buckley.
														Calne.
11,543	14,809	43,344	181	69,877	4,274	2,628	76,779	33,650	5,959	28,652	68,261	3,337	148,377	Cambrian.
														Cannock Mineral.
594	975	3,950	-	5,519	854	158	6,531	5,376	243	5,619	-	-	12,150	Carmarthen and Cardigan.
489	3,050	6,934	-	10,473	137	210	10,820	2,726	144	5,480	8,350	10	19,180	Carnarvonshire.
5,834	7,774	18,389	694	32,691	4,714	-	37,405	61,785	4,989	66,774	3,116	107,295	107,295	Cheshire Lines Committee.
														Chester and Holyhead.
1,991	4,320	2,936	25	9,272	551	Nil.	9,823	6,610	307	8,476	15,393	381	25,597	Cockermouth, Keswick, and Penrith.
														Colchester, Stour Valley, Sudbury, and Halstead.
527	874	1,444	7	2,852	232	15	3,009	2,617	162	1,133	3,912	237	7,248	Coleford, Monmouth, Usk, and Pontypool.
8,344	20,462	24,315	704	53,825	9,462	5,571	68,858	21,780	999	5,904	28,683	1,416	98,957	Cole Valley and Halstead.
														Cornwall.
														Corwen and Bala.
														Cowbridge.
728	2,149	305	-	3,182	875	24	4,081	-	-	-	-	55	4,136	Cowes and Newport.
														Cromford and High Peak.
														Crystal Palace and South London Junction.
														Dare Valley.
														Dartmouth and Torbay.
1,038	1,130	3,963	7	6,188	351	9	6,548	2,548	258	1,806	4,612	164	11,324	Denbigh, Ruthin, and Corwen.

NAME OF COMPANY.	Length of Line open on 31st December 1868.			PASSENGER TRAFFIC.						GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.						
				NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.					
	Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.											
	M.	M.	M.	M.						Tons.	Tons.							
Devon and Cornwall	-	-	-	-	Worked by the London and South-Western.													
Dowlais	-	-	-	-	2	-	-	2	-	-	-	-	260,904	6,678	-	-	24,106	24,106
East Lincolnshire	-	-	-	-	See the Great Northern.													
East Somerset	-	-	-	-	Worked by the Great Western.													
Ely, Haddenham, and Sutton	-	-	-	-	Worked by the Great Eastern.													
Ely Valley	-	-	-	-	Worked by the Great Western.													
Evesham and Redditch	-	-	-	-	Worked by the Midland.													
Exeter and Crediton	-	-	-	-	Leased to the London and South-Western.													
Faringdon	-	-	-	-	Worked by the Great Western.													
*Festiniog	-	-	14	14	1,332	1,920	89,668	92,920	-	-	112,051	14,698	43,820	46,121	89,941			
Furness	-	-	32	57	89	58,994	105,721	655,674	820,359	122	1,911,731	427,782	315,584	366,427	682,011			
Garston and Liverpool	-	-	-	-	Included in Cheshire Lines Committee.													
Gloucester and Dean Forest	-	-	-	-	Leased to the Great Western.													
GREAT EASTERN (Including the "Colchester, Stour Valley, Sudbury and Halstead," "London and Blackwall," "Lowestoft," and "Northern and Eastern.")	409	319	728	2,115,987	8,067,108	7,441,275	17,624,370	4,835	2,006,284	1,042,126	3,441,086	3,078,975	6,520,061					
Ely, Haddenham, and Sutton	-	-	7	7	1,573	6,901	23,052	31,526	279	4,540	8,985	15,503	4,836	20,339				
Lynn and Hunstanton	-	-	15	15	13,508	18,111	130,871	162,490	284	20,350	14,836	37,243	17,241	54,484				
Mellis and Eye	-	-	3	3	1,204	3,951	6,929	12,084	277	2,023	4,990	10,800	48	10,848				
Saffron Walden	-	-	7	7	4,406	13,892	14,152	32,450	281	4,283	11,071	11,798	12	11,805				
Tendring Hundred	-	-	2	2	9,587	23,871	102,760	136,218	296	11,665	9,832	13,116	9,259	22,375				
Tendring Hundred Extension	-	-	16	16	8,683	16,997	66,117	91,797	295	8,182	4,847	27,599	12,264	39,863				
Tottenham and Hampstead	-	-	5	-	5	452	1,909	5,310	7,671	-	-	-	20,048	18	20,066			
West Norfolk	-	-	18	18	2,644	4,870	28,927	36,441	277	4,534	12,743	26,912	12,397	39,309				
Wivenhoe and Brightlingsea	-	-	5	5	580	3,029	19,816	23,425	277	388	3,828	10,711	3,277	13,988				
Total Great Eastern	444	392	806	2,458,624	8,460,639	7,839,209	18,458,472	7,404	2,062,199	1,118,258	3,644,841	3,132,227	6,753,438					
GREAT NORTHERN (Including the "East Lincolnshire," "Nottingham and Grantham," "Royston and Hitchin," and half the "Midland and Eastern," and "Norwich and Spalding.")	419	85	504	810,872	3,615,551	4,022,709	8,449,132	6,940	2,151,267	2,113,232	3,683,433	5,026,291	8,714,724					
Hatfield and St. Albans	-	-	6	6	5,428	21,893	30,520	57,841	18	4,821	6,905	Included in the Great Northern return.						
Horncastle	-	-	8	8	5,080	13,008	41,693	59,781	32	12,900	19,228							
Ramsey	-	-	6	6	611	7,044	15,035	22,690	5	2,262	10,717							
Spilsby and Firsby	-	-	4	4	2,030	6,657	13,916	22,003	3	4,130	2,885							
Total Great Northern	449	109	528	824,084	3,664,453	4,123,873	8,612,047	6,998	2,175,830	2,152,967	3,688,433	5,026,291	8,714,724					
Great North of England, Clarence, and Hartlepool Junction.	Leased to the North Eastern.																	
†GREAT WESTERN (Including the "Abingdon," "Bala and Dolgelly," "Berks and Hants Extension," "Bourton-on-the-Water," "Bridport," "Bristol and South Wales Union," "Briton Ferry Floating Dock," "Calne," "Coleford, Monmouth, Usk, and Pontypool," "Corwen and Bala," "East Somerset," "Ely Valley," "Faringdon," "Forest of Dean Central," "Gloucester and Dean Forest," "Great Western and Brentford," "Leominster and Kington," "Llangollen and Corwen," "Marlborough," "Mildford," "Much Wenlock and Severn Junction," "Nantwich and Market Drayton," "Severn Valley," "Stourbridge," "Stratford-on-Avon," "Tenbury and Bewdley," "Vale of Llangollen," "Wallingford and Watlington," "Wellington and Drayton," "Wellington and Severn Junction," "Wenlock," and the "Witney" and half of the "Birkenhead," "Hammersmith and City Junction," "Ludlow and Clechill," "Shrewsbury and Hereford," "Shrewsbury and Welshpool," "Tenbury," "West London," "Weymouth and Portland," and part of the "Victoria Station and Fimlico," and "West London Extension.")	846	541	1,397	2,229,701	6,856,124	14,218,207	23,304,032	4,119	6,462,724	2,302,044	7,262,061	7,209,188	14,471,240					
Great Western and Brentford	Leased to the Great Western.																	
Hammersmith and City Junction	Vested in the Great Western and Metropolitan.																	
Hatfield and St. Albans	Worked by the Great Northern.																	
Hereford, Hay, and Brecon	See the Brecon and Merthyr Tydfil Junction, and the Mid Wales.																	
Horncastle	Worked by the Great Northern.																	
Hoylake	No Return to the Order of the House.																	

* This Return is for the year ending 30th June 1868.

† This Return is for the year ending 1st January 1869.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary.)	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
-	-	-	-	-	-	-	-	-	-	636	636	-	636	Devon and Cornwall.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Dowlais.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	East Lincolnshire.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	East Somerset.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Ely, Haddenham, and Sutton.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Ely Valley.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Evesham and Redditch.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Exeter and Crediton.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Faringdon.
134	177	3,069	-	3,380	-	-	3,380	2,676	{ Inc. in Merch. }	15,799	18,475	-	21,855	*Festiniog.
7,140	8,668	24,207	889	40,844	4,066	400	45,310	66,189	1,996	152,009	220,194	9,130	274,634	Furness.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Garston and Liverpool.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Gloucester and Dean Forest.
99,138	800,554	351,782	41,254	892,728	70,668	21,357	984,753	733,111	82,572	152,637	968,370	158,682	2,111,805	GREAT EASTERN.
83	238	544	70	935	58	-	993	1,532	32	4	1,568	-	2,561	Ely, Haddenham, and Sutton.
1,045	1,221	4,130	179	6,575	340	-	6,915	3,856	444	26	4,326	-	11,241	Lynn and Hunstanton.
41	85	92	80	248	59	-	307	607	5	59	671	-	978	Mellis and Eye.
125	244	142	79	590	114	2	706	1,560	55	56	1,671	-	2,377	Saffron Walden.
245	486	1,305	38	2,074	84	5	2,163	507	10	110	627	-	2,790	Tendring Hundred.
679	1,126	2,032	179	4,016	139	7	4,162	1,238	32	14	1,284	-	5,446	Tendring Hundred Extension.
6	17	37	-	60	1	-	61	-	-	-	-	-	61	Tottenham and Hampstead.
268	298	1,172	180	1,918	128	-	2,046	2,039	201	23	2,263	-	4,809	West Norfolk.
36	98	501	51	686	28	5	719	573	-	-	573	-	1,292	Wivenhoe and Brightlingsea.
304,666	304,367	364,737	42,060	909,830	74,649	24,376	1,008,225	745,023	83,334	162,979	981,333	158,682	2,142,860	Total Great Eastern.
211,447	320,153	247,882	23,865	803,347	98,848	9,939	912,134	718,919	52,957	442,375	1,214,251	17,103	2,143,488	GREAT NORTHERN.
174	264	204	10	652	58	-	710	224	12	110	355	-	†1,065	Hatfield and St. Albans.
282	426	331	14	1,053	124	-	1,177	1,756	144	697	2,597	-	†3,774	Horncastle.
75	112	88	1	276	16	-	292	559	12	71	642	-	†984	Ramsey.
49	76	58	1	184	14	-	198	129	10	98	237	-	†435	Spilsby and Firsby.
218,027	324,081	248,563	23,891	805,542	99,060	9,939	914,511	721,587	53,435	443,360	1,218,082	17,103	2,149,696	Total Great Northern.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Great North of England, Clarence, and Hartlepool Junction.
412,707	682,132	603,011	28,262	1,726,112	179,555	52,592	1,958,319	1,448,556	56,864	511,716	2,017,139	17,672	3,993,130	GREAT WESTERN.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Great Western and Brentford.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Hammersmith and City Junction.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Hatfield and St. Albans.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Hereford, Hay, and Brecon.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Horncastle.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Hoylake.

† These receipts are net, the cost of working the lines and the amount received for the same being included in the Great Northern Return.
‡ Including minerals from 1st February to 31st July 1868.
§ From 1st August 1868 to 31st January 1869 only.

NAME OF COMPANY,	Length of Line open on 31st December 1868.			PASSENGER TRAFFIC.				GOODS TRAFFIC.			NUMBER OF MILES TRAVELLED BY TRAINS.		
	Double.	Single.	Total.	NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Holders of Season or Perio- dical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	Total.
				1st Class.	2d Class.	3d Class (including Parliamentary).	Total.						
	M.	M.	M.						Tons.	Tons.			
Hull and Selby	-	-	-	Leased to the North-Eastern.									
Isle of Wight	-	-	-	No Return to the Order of the House.									
Keighley and Worth Valley	-	-	-	Worked by the Midland.									
Kendal and Windermere	-	-	-	Leased to the London and North-Western.									
Kent Coast	-	-	-	Worked by the London, Chatham, and Dover.									
Kettering, Thrapstone, and Huntingdon	-	-	-	Worked by the Midland.									
Lancashire and Yorkshire	386	25	411	2,230,320	4,272,735	16,195,358	22,698,413	7,833	3,339,591	4,626,989	4,224,081	3,792,083	8,016,114
Lancaster and Carlisle	-	-	-	Leased to the London and North-Western.									
Launceston and South Devon	-	-	-	Worked by the South Devon.									
Leominster and Kington	-	-	-	Worked by the Great Western.									
Liskeard and Caradon	-	17	17	-	-	-	-	-	61,108	755	-	17,411	17,411
Liskeard and Looe Union Canal	-	-	-	Worked by the Liskeard and Caradon.									
Llanelly Railway & Dock (Including the whole of the Traffic on the Vale of Towy Railway up to 31st March, and one half after that date, the other half being included in the London and North-western Return.)	-	71	71	10,978	19,987	344,464	375,429	129	624,138	66,468	165,413	157,594	323,007
Llangollen and Corwen	-	-	-	Worked by the Great Western.									
Llantrissant and Taff Vale Junction	-	-	-	Worked by the Taff Vale.									
Llynvi and Ogmore	-	30	30	720	3,114	111,545	115,379	-	566,911	60,324	Mixed	101,794	101,794
London and Blackwall	-	-	-	Leased to the Great Eastern.									
London and Greenwich	-	-	-	Leased to the South-Eastern.									
London and North-Western (Including the "Birmingham, Wolverhampton, and Stour Valley," "Buckinghamshire," "Cannock Mineral," "Chester and Holyhead and Branches," "Cromford and High Peak," "Kendal and Windermere," "Lancaster and Carlisle," "North Union," "Shropshire Union," "Watford and Rickmans- worth," and half of the "Birkenhead and Branches," "Ludlow and Cleehill," "Shrewsbury and Here- ford," "Tenbury," "Vale of Towy" from 1st April 1868, and part of the "West London," and "West London Extension.")	1,042	330	1,372	3,179,408	8,632,820	15,681,236	27,493,404	10,946	11,027,810	5,063,060	11,096,067	11,186,000	22,282,007
London and South-Western (Including the "Bishop's Waltham," "Devon and Cornwall," "Exeter and Crediton," "Lymington," "Mid Hants," "Ringwood, Christchurch, and Bourn- emouth," "Salisbury and Dorset," "Salisbury Rail- way and Market House," "Salisbury and Yeovil," "Seaton and Beer," "Staines, Wokingham, and Woking," "Stokes Bay Railway and Pier," and half the "Weymouth and Portland," and part of the "West London Extension.")	388	238	626	2,608,390	6,107,881	3,865,007	12,581,878	10,465	444,902	991,577	4,367,467	1,592,307	5,959,774
London, Brighton, and South Coast (Including the "Bognor," and part of the "Victoria Station and Pimlico," and "West London Extension.")	273	69	342	2,018,470	3,000,791	12,500,125	17,519,386	9,278	759,278	508,725	3,312,372	687,248	3,999,620
London, Chatham, and Dover (Including the "Crystal Palace and South London Junction," "Kent Coast," "Mid-Kent (Bromley to St. Mary's Cray)," "Sevenoaks, Maidstone, and Tun- bridge," "Sittingbourne and Sheerness," and part of the "Victoria Station and Pimlico.")	185	9	144	1,046,111	1,802,313	11,460,273	14,308,697	6,901	278,896	192,242	1,930,695	247,579	2,178,274
Londonderry (Seaham to Sunderland) (Private Property.)	6	1	7	6,265	17,516	189,653	213,434	20	879,380	9,469	33,300	68,634	101,934
London, Tilbury, and Southend (Including the traffic over it by the "Great Eastern," and the "North London.")	41	3	44	287,653	453,027	940,823	1,681,503	467	13,744	80,211	241,120	44,315	285,435
Lowestoft	-	-	-	Included in the Great Eastern Return.									
Ludlow and Cleehill	-	-	-	Worked by the London and North-Western and Great Western.									
Lymington	-	-	-	Worked by the London and South-Western.									
Lynn and Hunstanton	-	-	-	Worked by the Great Eastern.									
Manchester and Milford	-	41	41	4,771	7,469	112,953	125,193	2	24,392	5,831	112,067	Mixed	112,067
Manchester, Buxton, Matlock, and Midlands Junction	-	-	-	Leased to the London and North-Western and Midland, and Worked by the Midland.									
Manchester, Sheffield, and Lincolnshire (Including the "South Yorkshire and River Don.")	254	45	299	270,687	731,133	5,202,224	6,204,044	1,475	2,631,571	1,752,920	1,488,817	2,099,254	3,588,071
Manchester, South Junction, and Altrincham (Joint Property of the "London and North-Western" and "Manchester, Sheffield, and Lincolnshire.")	9	-	9	415,193	287,682	1,328,318	2,011,193	1,176	365,793	299,119	172,858	36,193	209,051
Marlborough	-	-	-	Worked by the Great Western.									
Maryport and Carlisle	28	11	39	18,349	67,601	154,501	235,451	77	704,385	96,446	105,910	206,631	312,541
Mellis and Eye	-	-	-	Worked by the Great Eastern.									
Metropolitan (Including half the "Hammersmith and City Junc- tion.")	11	-	11	2,363,899	4,794,575	20,182,407	27,340,881	11,221	154,479	67,601	741,172	5,902	747,074
Metropolitan and St. John's Wood (from 13th April 1868.)	-	2	2	234,494	309,498	837,998	1,381,990	347	-	-	57,872	-	57,872
Metropolitan District (from 24th Decem- ber 1868.)	2	-	2	10,892	12,940	80,367	103,699	-	-	-	8,376	-	8,376
Total Metropolitan	13	2	15	2,608,786	5,117,013	21,100,772	28,826,570	11,568	154,479	67,601	802,480	5,902	808,382

* The accounts of the number of passengers are kept so as to show children as half passengers only, and the numbers above are returned accordingly.

† This Traffic is conveyed over this Line by the Trains of other Companies; the Metropolitan Company do not work Goods Traffic.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	Total from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
174,386	225,083	473,474	49,817	922,760	75,844	5,505	1,004,109	1,234,493	30,102	224,289	1,488,884	12,906	2,505,899	Hull and Selby.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Isle of Wight.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Keighley and Worth Valley.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Kendal and Windermere.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Kent Coast.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Kettering, Thrapstone, and Huntingdon.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Lancashire and Yorkshire.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Lancaster and Carlisle.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Launceston and South Devon.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Leominster and Kington.
-	-	-	-	-	-	-	-	554	-	13,262	13,816	-	13,816	Liskeard and Caradon.
1,261	1,484	12,146	184	15,075	137	307	15,519	15,360	203	28,210	43,773	6,028	65,318	Liskeard and Looe Union Canal.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Llanelly Railway & Dock.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Llangollen and Corwen.
43	136	2,534	-	2,713	-	-	2,713	7,244	-	28,553	35,797	3,026	41,536	Llantrissant and Taff Vale Junction.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Llynvi and Ogmore.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	London and Blackwall.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	London and Greenwich.
742,148	834,555	785,499	52,027	2,414,229	292,917	142,044	2,849,190	2,692,696	187,861	1,055,175	3,935,732	†	6,784,922	London and North-Western.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
299,924	393,919	271,493	66,297	1,031,633	93,311	22,129	1,147,073	412,108	22,379	58,754	493,741	123,614	1,764,428	London and South-Western.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
247,157	258,200	325,128	74,934	905,409	43,604	2,188	951,261	200,732	7,007	78,032	285,771	32,302	1,269,334	London, Brighton, and South Coast.
97,597	85,987	230,074	25,293	438,951	20,052	303	459,306	67,418	1,506	29,442	98,366	92,504	650,176	London, Chatham, and Dover.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
234	530	3,250	130	4,144	138	70	4,352	800	-	17,446	18,246	-	22,598	Londonderry (Seaham to Sunderland).
12,603	7,719	23,180	2,396	45,898	1,712	93	47,703	9,619	4,635	932	15,186	525	63,414	London, Tilbury, and Southend.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Lowestoft.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Ludlow and Cleve Hill.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Lymington.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Lynn and Hunstanton.
901	729	4,880	5	6,515	415	-	6,930	3,211	218	3,410	6,839	128	13,897	Manchester and Milford.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Manchester, Buxton, Matlock, and Midlands Junction.
38,630	67,239	166,981	8,074	270,924	39,354	2,678	312,956	433,051	16,065	198,880	647,996	186,438	1,147,390	Manchester, Sheffield, and Lincolnshire.
12,144	5,789	24,983	12,460	55,376	2,661	60	58,097	6,822	581	7,145	14,548	2,147	74,792	Manchester, South Junction, and Altrincham.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Marlborough.
2,294	5,941	9,029	328	17,592	1,365	844	19,801	13,671	823	51,241	65,740	683	86,424	Maryport and Carlisle.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Mellis and Eye.
42,915	57,911	156,599	13,823	271,248	342	-	271,590	† 843	† 17	† 6,034	† 6,894	13,718	292,202	Metropolitan.
3,178	2,897	5,701	289	12,065	3	-	12,068	-	-	-	-	405	12,473	-
137	109	547	-	793	-	-	793	-	-	-	-	-	793	-
46,330	60,947	162,347	14,418	234,102	345	-	234,451	343	17	6,084	6,894	44,483	306,468	-

† Included in General Receipts. The Receipts for Traffic by the Company's Steamboats, &c. (of which no separate Account is kept) are included under the several heads of passengers, &c.

NAME OF COMPANY.	Length of Line open on 31st December 1868.			PASSENGER TRAFFIC.					GOODS TRAFFIC.			NUMBER OF MILES TRAVELLED BY TRAINS.		
				NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Holders of Season or Perio- dical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	
	Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.							
<i>Metropolitan and St. John's Wood</i>	<i>M.</i>	<i>M.</i>	<i>M.</i>					<i>No.</i>	<i>Tons.</i>	<i>Tons.</i>				
<i>Metropolitan District</i>	<i>Worked by the Metropolitan.</i>													
<i>Mid Hants</i>	<i>Worked by the London and South-Western.</i>													
<i>Mid Kent (Bromley to St. Mary's Cray)</i> . .	<i>Leased to the London, Chatham, and Dover.</i>													
MIDLAND	707	93	800	924,254	2,802,146	9,745,711	13,472,111	5,014	6,033,186	4,135,734	5,689,836	7,578,306	13,268,142	
(Including the "Midland and South-Western Junction," from 1st October, the "North-Western" and the "Redditch," and half the "Furness and Midland," "Great Western" from Malvern Wells Junction to Malvern Link Station, "Midland and Eastern," "Norwich and Spalding," and "Otley and Ilkley" Joint Lines.)														
<i>Evesham and Redditch</i>	-	17	17	3,659	24,544	60,203	88,406	7	16,914	11,892	33,307	15,796	52,103	
<i>Keighley and Worth Valley</i>	-	5	5	2,635	4,753	204,948	212,341	10	32,379	15,256	18,809	7,049	25,858	
<i>Kettering, Thrapstone, and Huntingdon</i> . .	-	26	26	4,264	13,436	41,661	59,361	-	19,876	130,369	52,883	49,708	102,591	
<i>Manchester, Buxton, Matlock, and Midlands Junction.</i>	12	-	12	45,525	102,477	234,885	382,887	2	73,286	298,960	75,036	72,696	147,732	
<i>Peterborough, Wisbeach, and Sutton</i> . . .	-	28	28	8,087	13,236	139,901	161,224	1	18,060	51,746	52,883	35,256	88,139	
<i>Stonehouse and Nailsworth</i>	-	6	6	4,845	27,241	41,272	73,358	7	12,955	29,126	10,763	10,763	21,526	
<i>Tewkesbury and Malvern (for the year ending 30th November 1868).</i>	11	-	11	10,953	23,115	24,918	58,986	7	3,253	3,679	30,576	2,253	32,829	
Total Midland	730	175	905	1,004,222	3,010,933	10,493,499	14,508,674	5,043	6,214,909	4,676,762	5,967,093	7,774,327	13,738,920	
<i>Midland and Eastern</i>	<i>Worked by the Great Northern and Midland.</i>													
<i>Midland Counties and South Wales</i>	<i>No Return to the Order of the House.</i>													
<i>Mid-Wales</i>	-	74	74	8,014	23,938	209,562	241,514	9	109,439	30,271	178,727	97,264	275,991	
(Including the "Hereford, Hay, and Brecon" from 1st October to 31st December, the receipts for the previous 9 months being included in the "Brecon and Merthyr Tydfil" Return.)														
<i>Milford</i>	<i>Worked by the Great Western.</i>													
<i>Monmouthshire Railway and Canal</i>	33	18	51	19,882	95,847	773,729	889,458	65	1,755,551	529,617	121,766	347,785	469,551	
<i>Moretonhampstead and South Devon</i>	<i>Leased to the South Devon.</i>													
<i>Mowddwy</i>	<i>No Return to the Order of the House.</i>													
<i>Much Wenlock and Severn Junction</i>	<i>Worked by the Great Western.</i>													
<i>Nantwich and Market Drayton</i>	<i>Worked by the Great Western.</i>													
<i>Neath and Brecon</i>	-	33	33	1,613	3,589	68,351	73,553	-	76,473	13,699	Mixed	89,006	89,006	
<i>Newport Pagnell</i>	<i>No Return to the Order of the House.</i>													
<i>North and South Western Junction</i>	4	1	5	168,654	274,297	594,494	1,037,445	185	261,491	60,276	93,547	21,887	115,434	
<i>North-Eastern</i>	776	478	1,254	990,957	3,465,542	9,722,914	14,179,413	4,683	16,303,318	4,626,447	5,150,081	8,588,141	13,738,222	
(Including the "Great North of England, Clarence, and Hartlepool," and the "Hull and Selby.")														
<i>Northern and Eastern</i>	<i>Leased to the Great Eastern.</i>													
<i>North London</i>	12	-	12	2,291,530	6,978,556	9,783,168	19,053,254	5,151	590,552	743,895	963,935	203,246	1,167,181	
<i>North Staffordshire</i>	118	40	158	213,673	634,082	1,893,714	2,741,474	278	1,375,882	537,854	684,045	657,113	1,341,158	
<i>North Union</i>	<i>Leased to the Lancashire and Yorkshire, and London and North-Western. Included in the London and</i>													
<i>North-Western</i>	<i>Leased to the Midland.</i>													
<i>Norwich and Spalding</i>	<i>Worked by the Great Northern and Midland.</i>													
<i>Nottingham and Grantham Railway and Canal</i> .	<i>Leased to the Great Northern.</i>													
<i>Oldham, Ashton-under-Lyne, and Guide Bridge Junction.</i>	6	-	6	18,198	39,177	458,562	515,937	24	29,598	31,200	86,302	9,702	96,004	
<i>Pembroke and Tenby</i>	<i>No Return to the Order of the House.</i>													
<i>Penarth Harbour Dock and Railway</i>	<i>Leased to the Taff Vale.</i>													
<i>Peterborough, Wisbeach, and Sutton</i>	<i>Worked by the Midland.</i>													
<i>Potteries, Shrewsbury, and North Wales</i> . .	<i>No Return to the Order of the House.</i>													
<i>Preston and Wyre</i>	20	8	28	124,110	204,536	647,443	976,089	439	166,625	103,146	174,890	92,790	267,680	
<i>Ramsey</i>	<i>Worked by the Great Northern.</i>													
<i>Redditch</i>	<i>Worked by the Midland.</i>													
<i>Redruth and Chasewater</i>	-	9	9	-	-	-	-	-	71,026	3,086	-	19,937	19,937	
<i>Rhymney</i>	3	22	25	2,005	7,906	145,762	155,673	-	945,561	99,909	50,160	352,313	402,473	

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	Total from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
179,697	309,113	423,345	23,305	935,460	103,291	44,874	1,083,625	1,444,291	41,813	609,518	2,185,622	94,019	3,363,266	Metropolitan and St. John's Wood Metropolitan District. Mid-Hants. Mid-Kent (Bromley to St. Mary's Cray). MIDLAND.
314	1,219	1,759	26	3,318	218	-	3,536	1,376	55	616	2,047	-	5,583	Evesham and Redditch.
132	97	2,209	28	2,456	71	-	2,527	1,430	10	669	2,109	-	4,636	Keighley and Worth Valley.
605	1,077	1,683	-	3,365	389	-	3,754	8,098	491	1,111	9,700	-	13,454	Kettering, Thrapstone, and Huntingdon.
3,027	4,643	6,406	6	14,082	866	-	14,948	19,261	643	4,274	24,178	113	39,239	Manchester, Buxton, Matlock, and Midlands Junction.
863	1,059	3,944	20	5,886	258	-	6,144	5,498	638	738	6,874	-	13,018	Peterborough, Wisbeach, and Sutton.
217	641	488	10	1,356	129	-	1,485	1,855	71	321	2,247	-	3,732	Stonehouse and Nailsworth.
872	1,144	866	15	2,897	128	-	3,025	431	7	101	539	-	3,564	Tewkesbury and Malvern (for the year ending 30th Nov. 1868).
485,717	348,993	440,700	23,410	958,820	105,350	44,874	1,115,044	1,482,240	43,728	707,348	2,233,316	94,132	3,446,492	Total Midland.
1,180	1,494	9,176	62	11,912	581	490	12,983	6,687	755	8,319	15,761	494	29,238	Midland and Eastern. Midland Counties and South Wales. Mid-Wales.
1,104	3,225	14,990	277	19,596	954	148	20,698	54,721	247	61,319	116,287	3,797	146,782	Milford. Monmouthshire Railway and Canal.
352	382	2,942	-	3,676	182	300	4,158	2,346	105	2,612	5,063	45	9,266	Moretonhampstead and South Devon. Mowddwy. Much Wenlock and Severn Junction. Nantwich and Market Drayton.
1,919	2,159	4,430	201	8,709	2	-	8,711	1,667	101	4,879	6,647	216	15,374	Neath and Brecon. Newport Pagnell.
186,386	284,051	447,915	26,282	944,634	121,869	41,709	1,108,212	1,241,265	65,743	1,354,110	2,001,118	105,506	3,874,836	North and South-Western Junction. North-Eastern.
37,612	73,184	102,359	11,485	224,640	315	-	224,955	69,782	4,534	36,461	110,777	10,218	345,950	Northern and Eastern. North London.
14,264	29,900	53,721	1,542	99,427	7,883	1,000	108,310	109,822	2,433	122,653	234,908	98,050	441,268*	North Staffordshire.
North-Western return.														North Union. North-Western. Norwich and Spalding.
797	1,006	6,234	59	8,146	190	20	8,356	2,125	7	806	2,933	199	11,493	Nottingham and Grantham Railway and Canal. Oldham, Ashton-under-Lyne, and Guide Bridge Junction.
12,119	12,362	23,846	1,949	50,276	2,169	409	52,845	33,935	651	In Merchandise.	34,586	4,037	91,108	Pembroke and Tenby. Penarth Harbour Dock and Railway. Peterborough, Wisbeach, and Sutton. Potteries, Shrewsbury, and North Wales. Preston and Wyre.
-	-	-	-	-	-	-	-	321	-	7,087	7,358	-	7,358	Ramsey. Redditch.
173	462	3,830	-	4,465	201	-	4,666	10,317	38	51,402	61,757	87	66,510	Redruth and Chasewater. Rhymney.

* Exclusive of 20,3317. receipts from the London and North-Western Company.

NAME OF COMPANY.	Length of Line open on 31st December 1868.			PASSENGER TRAFFIC.				GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
				NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
	Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.					
Ringwood, Christchurch, and Bournemouth -									Tons.	Tons.		
Royston and Hitchin -												
Saffron Walden -												
Salisbury and Dorset Junction -												
Salisbury and Yeovil -												
Salisbury Railway and Market House -												
Saundersfoot Railway and Harbour -												
Seaton and Beer -												
Sevenoaks, Maidstone, and Tunbridge -												
Severn Valley -												
Shrewsbury and Hereford -												
Shropshire Union Railways and Canal -												
Sirhowy -		16	18	1,050	5,304	92,928	99,291		471,171	57,777	50,408	78,060
Sittingbourne and Sheerness -												
Somerset and Dorset -												
South Devon -	84	78	112	122,712	500,623	1,019,552	1,651,887	344	135,423	204,386	484,702	159,887
(Including the "Dartmouth and Torbay," "Launceston and South Devon," and "Moretonhampstead and South Devon.")												
*South-Eastern -	299	13	312	1,932,163	3,618,459	13,996,030	19,546,652	10,651	228,151	753,918	3,411,592	821,323
(Including the London and Greenwich.)												
South Yorkshire and River Dun -												
Spilsby and Firsby -												
Stafford and Uttoxeter -												
Staines, Wokingham, and Woking -												
Stamford and Essendine -	4	8	12	6,784	32,807	71,883	111,274	18	5,820	16,762	45,146	Mixed
Stokes Bay Railway and Pier -												
Stonehouse and Nailsworth -												
Stourbridge -												
Stratford-upon-Avon -												
Swansea Vale -		20	20	1,888	7,309	173,534	182,681	13	500,429	68,955	33,739	60,658
Taff Vale -	51	22	73	20,700	44,851	744,563	810,144	567	3,535,980	215,328	145,263	757,608
(Including the "Aberdare," "Dare Valley," "Llan- tisant and Taff Vale Junction," and "Penarth Harbour, Dock, and Railway.")												
Cowbridge -												
Total Taff Vale -												
†Talylyn -		7	7	183		15,120	15,312		6,199	120	10,626	Mixed
Tees Valley -												
Tenbury -												
Tenbury and Bewdley -												
Tendring Hundred -												
Tendring Hundred Extension -												
Tevesbury and Malvern -												
Torbay and Brixham -												
Tottenham and Hampstead -												
Trent, Ancholme, and Grimsby -	13	1	14	4,053	3,964	55,030	63,047	7	409,545	37,996	21,970	63,412
Vale of Llangollen -												
Vale of Towy -												
Victoria Station and Pimlico -												
Wallingford and Watlington -												
Watford and Rickmansworth -												
Wellington and Drayton -												
Wellington and Severn Junction -												

* This Return is for the year ending 31st January 1869.

† This Return is for the year ending 31st March 1869.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
88	262	2,533	-	2,683	121	-	3,004	3,041	110	20,403	23,554	164	28,722	Ringwood, Christchurch, and Bournemouth. Royston and Hitchin.
														Saffron Walden.
														Salisbury and Dorset Junction.
														Salisbury and Yeovil.
														Salisbury Railway and Market House.
														Saundersfoot Railway and Harbour.
														Seaton and Beer.
														Sevenoaks, Maidstone, and Tunbridge.
														Severn Valley.
														Shrewsbury and Hereford.
														Shropshire Union Railways and Canal.
														Sirhowy.
														Sittingbourne and Sheerness.
														Somerset and Dorset.
26,280	49,568	65,763	1,958	143,569	18,209	7,625	169,403	51,565	1,250	11,447	64,282	2,888	236,573	South Devon.
299,083	246,103	387,440	69,686	1,002,372	72,600	24,641	1,099,613	282,958	10,586	32,578	326,122	96,077	1,521,812	*South Eastern.
														South Yorkshire and River Dun.
														Spilsby and Firsby.
														Stafford and Uttoxeter.
303	820	1,392	19	2,534	325	-	2,859	2,039	171	295	2,505	114	5,478	Staines, Wokingham, and Woking.
														Stamford and Essendine.
														Stokes Bay Railway and Pier.
														Stonehouse and Nailsworth.
														Stourbridge.
141	316	3,793	30	4,280	203	-	4,483	6,001	-	13,089	19,750	73	24,307	Stratford-upon-Avon.
2,178	2,846	26,772	672	32,668	{ Not separated. }	1,009	33,608	32,334	311	281,001	313,646	27,925	375,239	Swansea Vale.
														Taff Vale.
														Cowbridge.
														Total Taff Vale.
9	-	322	-	331	20	-	351	71	-	1,351	1,422	-	1,773	†Talylyn.
														Tees Valley.
														Tenbury.
														Tenbury and Bewdley.
														{Tendring Hundred.
														{Tendring Hundred Extension.
														Tewkesbury and Malvern.
														Torbay and Brixham.
														Tottenham and Hampstead.
343	303	1,289	6	1,943	111	-	2,054	3,274	243	12,669	16,166	3	18,243	Trent, Ancholme, and Grimsby.
														Vale of Llangollen.
														Vale of Towy.
														Victoria Station and Pimlico.
														Wallingford and Watlington.
														Watford and Rickmansworth.
														Wellington and Drayton.
														Wellington and Severn Junction.

NAME OF COMPANY.	Length of Line open on 31st December 1868.			PASSENGER TRAFFIC.						GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
				NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Holders of Season or Periodical Tickets.				Passenger Trains.	Goods and Mineral Trains.	TOTAL.
	Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.							
	M.	M.	M.							Tons.	Tons.			
West Cornwall Committee - - - - -	2	40	42	15,479	97,351	194,988	307,818	44		106,212	47,039	91,046	44,381	135,427
West London - - - - -	Leased to the Great Western and London and North-Western.													
West London Extension - - - - -	Line used by the London and North-Western, Great Western, London and South-Western, and London.													
West Norfolk Junction - - - - -	Worked by the Great Eastern.													
West Somerset - - - - -	Leased to the Bristol and Exeter.													
West Somerset Mineral - - - - -	- -	12	12*	185	7,604	5,293	13,147	-	-	31,692	7,839	-	-	-
Weymouth and Portland - - - - -	Worked by the London and South-Western and Great Western.													
Whitehaven, Cleator, and Egremont - - -	4	15	19	8,091	-	122,109	130,200	32		849,884	8,905	38,914	194,916	233,830
Willoughby D'Eresby's, Lord (Edenham to Little Bytham) (Private Property.) - - - - -	- -	4	4	12	300	761	1,073	-	-	2,395	1,922	763	Mixed	768
Witney - - - - -	Worked by the Great Western.													
Wivenhoe and Brightlingsea - - - - -	Worked by the Great Eastern.													
Wrexham, Mold, and Connah's Quay (including the Buckley) - - - - -	- -	16	16	1,513	9,614	33,556	44,683	-	-	79,395	9,967	12,447	12,778	25,225
TOTAL ENGLAND AND WALES - - -	6,566	3,634	10,200	37372061	70304008	171531244	269257343	107,173		72698825	33924393	63302574	63431636	121434010

* Of this, 7 miles only are open for Passenger Traffic.

The following Companies did not make Returns of their Traffic, although repeatedly requested to do so :—

- Bristol and Portishead Pier and Railway.

Cowbridge.

Hoylake.

Isle of Wight.

Midland Counties and South Wales.

Mowddwy.

Newport Pagnell.
- Pembroke and Tenby.

Potteries, Shrewsbury, and North Wales.

Saundersfoot Railway and Harbour.

Somerset and Dorset.

Stafford and Uttoxeter.

Torbay and Brixham.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
2,159	6,100	7,887	255	16,401	4,174	1,525	22,100	8,042	242	11,606	19,890	208	42,193†	West Cornwall Committee.
<i>Brighton, and South Coast.</i>														
6	158	73	-	237	15	-	252	607	-	4,505	5,112	-	5,364	West London.
252	-	2,218	41	2,511	203	-	2,714	1,203	29	41,208	42,440	1,796	46,950	West London Extension.
-	-	11	16	27	13	-	40	125	20	171	316	-	356	West Norfolk Junction.
83	252	672	-	1,007	60	-	1,067	1,476	9	3,780	5,265	120	6,452	West Somerset.
3366830	4472304	5533778	544926	13917840	1,812,680	403,626	15,534,096	11,760,511	618,946	6,066,824	18,446,384	1,146,406	35,226,886	West Somerset Mineral.
<i>Weymouth and Portland.</i>														
Whitehaven, Cleator, and Egremont.														
{ Willoughby d'Eresby's, Lord (Eden-														
ham to Little Bytham).														
<i>Witney.</i>														
<i>Wivenhoe and Brightlingsea.</i>														
{ Wrexham, Mold, and Connah's														
Quay (including the Buckley).														
TOTAL ENGLAND AND WALES.														

† Less £3,445 for haulage, tolls, &c.

SCOTLAND.

RETURNS by the several RAILWAY COMPANIES in SCOTLAND, showing the TRAFFIC upon their

NAME OF COMPANY.	Length of Line Open on 31st December 1868.			PASSENGER TRAFFIC.				Holders of Season or Perio- dical Tickets.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
	Double.	Single.	TOTAL.	NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).					Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
				1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.						
<i>Aboyne and Braemar</i> - - - - -	<i>M.</i>	<i>M.</i>	<i>M.</i>						<i>Tons.</i>	<i>Tons.</i>			
<i>Alyth</i> - - - - -	<i>Worked by the Great North of Scotland.</i>												
<i>Arbroath and Forfar</i> - - - - -	<i>Leased to the Caledonian.</i>												
<i>Ayr and Maybole</i> - - - - -	<i>Leased to the Caledonian.</i>												
<i>Berwickshire</i> - - - - -	<i>Worked by the Glasgow and South-Western.</i>												
<i>Blane Valley</i> - - - - -	<i>Worked by the North British.</i>												
<i>Busby</i> - - - - -	<i>Worked by the North British.</i>												
<i>Busby</i> - - - - -	<i>Worked by the Caledonian.</i>												
*CALEDONIAN (Including the "Alyth," "Arbroath and Forfar," "Busby," "Crieff and Methven Junction," "Greenock and Wemyss Bay," "Montrose and Bervie," and "Port- patrick.")	430	281	711	1,088,655	585,468	7,594,736	9,263,879	6,983	6,424,594	1,866,001	3,119,520	4,733,331	7,852,851
<i>Carlisle and Silloth Bay</i> - - - - -	<i>Leased to the North British.</i>												
<i>Crieff and Methven Junction</i> - - - - -	<i>Worked by the Caledonian.</i>												
<i>Deeside</i> - - - - -	<i>Leased to the Great North of Scotland.</i>												
<i>Deeside Extension</i> - - - - -													
<i>Devon Valley</i> - - - - -	<i>Worked by the North British.</i>												
<i>Edinburgh and Bathgate</i> - - - - -	<i>Leased to the North British.</i>												
<i>Esk Valley</i> - - - - -	<i>Leased to the North British.</i>												
<i>Findhorn</i> - - - - -	<i>Worked by the Highland.</i>												
*Forth and Clyde Junction - - - - -	-	30	30	10,971	-	78,721	89,692	85	74,279	27,075	39,973	56,429	96,402
<i>Glasgow and Milngavie Junction</i> - - - - -	<i>Worked by the North British.</i>												
*GLASGOW AND SOUTH-WESTERN (Including the "Kilmarnock and Troon," and one half of the Glasgow and Paisley Joint Line.)	176	73	249	275,241	494,968	1,920,988	2,691,197	1,040	2,377,797	406,274	972,116	1,536,472	2,508,588
<i>"Ayr and Maybole Junction"</i> - - - - -	-	5	5	9,050	23,219	63,940	96,209	38	10,902	18,090	10,682	7,853	18,535
Total Glasgow and South-Western - - - - -	176	73	254	284,291	518,187	1,984,928	2,787,406	1,078	2,388,699	424,364	982,798	1,544,325	2,527,123
*GREAT NORTH OF SCOTLAND (Including the "Deeside and Deeside Extension.")	6	251	257	182,550	-	1,244,299	1,426,849	3,658	162,401	225,288	469,594	345,789	815,383
<i>"Aboyne and Braemar"</i> - - - - -	-	11	11	10,255	-	33,722	43,977	24	2,946	7,527	16,856	1,142	17,998
<i>Morayshire</i> (For year ending 31st August 1868.)	-	22	22	11,013	-	106,192	117,205	728	21,463	25,291	32,538	27,792	60,330
Total Great North of Scotland - - - - -	6	284	290	203,818	-	1,384,213	1,588,034	4,410	186,810	258,106	518,988	374,723	893,711
<i>Greenock and Wemyss Bay</i> - - - - -	<i>Worked by the Caledonian.</i>												
HIGHLAND - - - - -	7	232	239	130,032	61,535	677,578	869,145	1,008	89,922	157,566	496,065	369,379	865,964
<i>Findhorn</i> - - - - -	-	3	3	633	-	12,466	13,099	21	6,392	4,332	8,138	Mixed	8,138
<i>Sutherland</i> (Opened 18th April 1868.)	-	26	26	5,093	1,013	24,327	31,533	8	242	3,383	27,762	Mixed	27,762
Total Highland - - - - -	7	261	268	135,658	62,548	714,371	913,777	1,037	96,556	165,281	634,985	369,879	904,864
<i>Kilmarnock and Troon</i> - - - - -	<i>Leased to the Glasgow and South-Western.</i>												
<i>Leslie</i> - - - - -	<i>Worked by the North British.</i>												
*Leven and East of Fife - - - - -	-	20	20	12,115	16,880	112,658	141,653	93	25,957	44,146	43,536	13,962	57,498
<i>Montrose and Bervie</i> - - - - -	<i>Worked by the Caledonian.</i>												
<i>Morayshire</i> - - - - -	<i>Worked by the Great North of Scotland.</i>												
*NORTH BRITISH (Including the "Berwickshire," "Blane Valley," "Carlisle and Silloth Bay," "Devon Valley," "Edinburgh and Bathgate," "Esk Valley," "Glasgow and Milngavie Junction," "Leslie," "Peebles," "Port Carlisle Dock and Railway," and "St. Andrews.")	368	408	776	1,177,613	1,001,557	6,123,242	8,302,412	6,831	4,687,713	1,490,132	2,521,972	3,732,898	6,254,870
<i>Peebles</i> - - - - -	<i>Leased to the North British.</i>												
<i>Port Carlisle Dock and Railway</i> - - - - -	<i>Leased to the North British.</i>												
<i>Port Patrick</i> - - - - -	<i>Worked by the Caledonian.</i>												
<i>St. Andrews</i> - - - - -	<i>Worked by the North British.</i>												
<i>Sutherland</i> - - - - -	<i>Worked by the Highland.</i>												
TOTAL SCOTLAND - - - - -	987	1,362	2,349	2,908,821	2,184,660	17,993,369	23,086,850	20,517	13,884,608	4,275,105	7,758,772	10,825,547	18,584,319

* These Returns are for the year ending 31st January 1869.

IRELAND

RETURNS by the several RAILWAY COMPANIES in IRELAND, showing the TRAFFIC upon their

NAME OF COMPANY.	Length of Line open on 31st December 1868.			PASSENGER TRAFFIC.					Holders of Season or Periodical Tickets.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
	Double.	Single.	TOTAL.	NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Minerals.		General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	
				1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.							
<i>Athenry and Tuam</i> - - - - -	M.	M.	M.	<i>Leased to the Midland Great Western of Ireland.</i>						<i>Tons.</i>	<i>Tons.</i>			
<i>Banbridge Junction</i> - - - - -	<i>Leased to the Dublin and Belfast Junction.</i>													
<i>Banbridge, Lisburn, and Belfast</i> - - - - -	<i>Leased to the Ulster.</i>													
* <i>Belfast and County Down</i> - - - - -	-	44	44	57,065	149,127	314,486	520,678	1,557	80,396	46,589	153,106	40,802	193,908	
BELFAST AND NORTHERN COUNTIES - - - - -	7	93	100	102,832	173,770	788,595	1,065,197	1,441	79,410	158,681	457,991	170,655	628,646	
<i>Carrickfergus and Larne</i> - - - - -	-	15	15	7,956	16,916	91,520	116,392	92	11,143	18,377				
<i>Londonderry and Coleraine</i> - - - - -	-	36	36	14,528	22,296	82,607	119,431	264	4,044	36,706				
Total Belfast and Northern Counties -	7	144	151	125,316	212,982	962,722	1,304,020	1,797	94,597	213,764	457,991	170,655	628,646	
Belfast, Holywood, and Bangor - - - - -	-	13	13	165,697	387,022	5,363	558,082	4,694	-	-	83,593	-	83,593	
<i>Carrickfergus and Larne</i> - - - - -	<i>Worked by the Belfast and Northern Counties.</i>													
CORK AND BANDON - - - - -	-	20	20	9,498	40,328	91,724	141,550	-	-	41,465	59,561	31,184	90,745	
Cork and Kinsale Junction - - - - -	-	11	11	No Return to the Order of the House.										
Total Cork and Bandon - - - - -														
<i>Cork and Kinsale Junction</i> - - - - -	<i>Worked by the Cork and Bandon.</i>													
<i>Cork and Limerick Direct</i> - - - - -	<i>Worked by the Great Southern and Western of Ireland.</i>													
Cork and Macroom Direct - - - - -	-	25	25	9,608	14,111	110,468	134,187	95	10,796	15,921	58,955	2,091	61,046	
†Cork, Blackrock, and Passage - - - - -	-	6	6	84,530	141,714	313,593	539,837	751	-	-	Mixed. 62,987	-	62,937	
Dublin and Belfast Junction (Including the Banbridge Junction.) - - - - -	56	7	63	52,324	72,437	168,551	293,312	14	-	150,638	234,552	85,018	319,570	
Dublin and Drogheda - - - - -	32	43	75	124,764	199,758	523,927	853,449	385	-	94,825	339,436	48,485	387,921	
<i>Dublin and Kingstown</i> - - - - -	<i>Leased to the Dublin, Wicklow, and Wexford.</i>													
Dublin and Meath - - - - -	No Return to the Order of the House.													
Dublin, Wicklow, and Wexford (Including the Dublin and Kingstown.) - - - - -	18	89	107	365,309	1,711,431	1,937,328	4,014,068	4,061	82,343	59,283	577,932	129,512	707,444	
<i>Enniskillen, Bundoran, and Sligo</i> - - - - -	<i>Worked by the Irish North-Western.</i>													
<i>Finn Valley</i> - - - - -	<i>Worked by the Irish North-Western.</i>													
<i>Great Northern and Western of Ireland</i> - - - - -	<i>Worked by the Midland Great Western of Ireland.</i>													
GREAT SOUTHERN AND WESTERN OF IRELAND - - - - -	No Return to the Order of the House.													
Cork and Limerick Direct - - - - -	-	17	17	8,318	14,610	47,464	70,392	-	2,407	38,961	47,581	15,857	63,438	
Total Great Southern and Western of Ireland - - - - -														
IRISH NORTH-WESTERN (Including the Londonderry and Enniskillen.) - - - - -	No Return to the Order of the House.													
Clones and Cavan Branch - - - - -														
Enniskillen, Bundoran, and Sligo - - - - -														
Finn Valley - - - - -														
Total Irish North-Western - - - - -														
<i>Kilkenny Junction</i> - - - - -	<i>Worked by the Waterford and Central Ireland.</i>													

* This Return is for the year ending 31st January 1869.

† This Return is for the year ending 31st October 1867.

I R E L A N D.

respective RAILWAYS in PASSENGERS and GOODS during the Year ended 31st December 1868.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
														Athenry and Tuam.
														Banbridge Junction.
														Banbridge, Lisburn, and Belfast.
4,800	7,304	11,604	1,320	25,028	1,105	225	26,358	7,962	718	4,407	13,087	5,228	44,673	Belfast and County Down.
11,000	12,288	23,794	2,204	54,886	3,727	2,950	61,563	45,344	2,021	8,771	56,136	1,011	118,710	BELFAST AND NORTHERN COUNTIES.
481	608	2,084	121	3,294	150	-	3,444	1,835	73	248	2,156	-	5,600	Carrickfergus and Larne.
2,750	2,423	5,313	440	10,926	484	1,300	12,710	5,514	325	472	6,611	12	19,333	Londonderry and Coleraine.
44,834	45,349	35,494	2,765	69,406	4,364	4,250	77,717	52,993	2,419	9,494	64,903	4,023	143,643	Total Belfast and Northern Counties.
4,652	7,031	58	4,020	15,770	850	45	16,665	-	-	-	-	-	16,665	Belfast, Holywood, and Bangor.
1,315	4,031	5,064	-	10,410	728	1,350	12,488	9,537	1,216	-	10,803	-	23,291	Carrickfergus and Larne.
														CORK AND BANDON.
														Cork and Kinsale Junction.
														Total Cork and Bandon.
														Cork and Kinsale Junction.
														Cork and Limerick Direct.
1,020	867	4,734	136	6,757	212	48	7,017	2,616	738	938	4,292	72	11,331	Cork and Macroom Direct.
2,280	2,794	3,649	1,131	9,854	351	25	10,230	-	-	-	-	199	10,429	Cork, Blackrock, and Passage.
18,423	14,404	13,510	-	46,337	3,340	8,365	58,042	21,984	1,713	-	23,697	-	81,739	Dublin and Belfast Junction.
17,614	16,456	22,249	1,212	57,531	4,454	6,067	68,052	26,013	4,134	-	30,147	3,351	101,550	Dublin and Drogheda.
														Dublin and Kingstown.
														Dublin and Meath.
22,225	52,739	41,521	13,780	130,265	6,053	6,000	142,318	18,971	3,171	11,287	33,429	-	175,747	Dublin, Wicklow, and Wexford.
														Enniskillen, Bundoran, and Sligo.
														Finn Valley.
														Great Northern and Western of Ireland.
1,257	1,676	2,959	-	5,892	317	50	6,259	6,637	755	205	7,597	-	13,856	GREAT SOUTHERN AND WESTERN OF IRELAND.
														Cork and Limerick Direct.
														Total Great Southern and Western of Ireland.
														IRISH NORTH-WESTERN.
														Clones and Cavan Branch.
														Enniskillen, Bundoran, and Sligo.
														Finn Valley.
														Total Irish North-Western.
														Kilkenny Junction.

NAME OF COMPANY.	Length of Line open on 31st December 1868.			PASSENGER TRAFFIC.				Holders of Season or Periodical Tickets.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
	Double.	Single.	TOTAL.	NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).					Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
				1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.						
	M.	M.	M.						Tons.	Tons.			
Limerick and Castleconnell	-	-	-	Worked by the Waterford and Limerick.									
Limerick and Ennis	-	-	-	Worked by the Waterford and Limerick.									
Limerick and Foynes	-	-	-	Worked by the Waterford and Limerick.									
Londonderry and Coleraine	-	-	-	Worked by the Belfast and Northern Counties.									
Londonderry and Enniskillen	-	-	-	Leased to the Irish North-Western.									
Londonderry and Lough Swilly	-	-	-	No Return to the Order of the House.									
MIDLAND GREAT WESTERN OF IRELAND	115	130	245	71,119	121,295	452,619	645,033	57	17,559	192,092	628,753	386,517	1,015,275
Athenry and Tuam	-	16	16	2,847	5,410	21,586	29,843	-	287	10,820	39,339	496	39,835
Great Northern and Western of Ireland	-	94	94	7,832	13,632	99,522	120,986	-	2,245	48,393	93,989	73,423	167,412
Total Midland Great Western of Ireland	115	240	355	81,798	140,337	573,727	795,862	57	20,091	251,305	762,086	460,436	1,222,522
Newry and Armagh	-	21	21	17,465	32,295	114,915	164,675	-	23,382	38,731	78,380	Mixed	78,380
Newry, Warrenpoint, and Rostrevor	-	6	6	23,456	25,217	132,067	185,740	80	4,794	3,821	45,191	Mixed	45,191
Parsonstown and Portumna Bridge	-	-	-	Worked by the Great Southern and Western.									
Portadown, Dungannon, and Omagh Junction	-	-	-	Leased to the Ulster.									
Rathkeale and Newcastle Junction	-	-	-	Worked by the Waterford and Limerick.									
ULSTER	49	16	65	109,072	193,652	670,703	973,427	1,237	33,906	180,713	295,677	134,089	429,716
Banbridge, Lisburn, and Belfast	-	15	15	10,236	20,085	99,892	130,263	124	11,920	18,962	41,917	10,024	51,941
Portadown, Dungannon, and Omagh Junction	-	42	42	12,392	23,740	121,393	157,525	19	1,943	44,698	96,480	43,908	140,388
Total Ulster	49	73	122	131,760	237,477	891,988	1,261,245	1,380	47,769	244,373	434,074	187,971	622,045
WATERFORD AND CENTRAL IRELAND (For the year ending 25th March 1869.)	-	31	31	9,056	25,358	38,986	73,400	371	10,105	36,989	64,790	24,909	89,699
Kilkenny Junction (For the year ending 1st May 1869.)	-	23	23	6,589	19,224	17,531	43,344	360	1,632	16,476	59,566	18,212	77,778
Total Waterford and Central Ireland	-	59	59	15,645	44,582	56,517	116,744	731	11,737	53,465	124,356	43,121	167,477
WATERFORD AND LIMERICK	22	55	77	47,938	98,237	199,236	345,409	73	18,510	113,111	153,326	146,500	299,826
Limerick and Castleconnell	-	6	6	4,971	11,323	31,895	48,189	-	1,432	11,467	6,961	36	8,997
Killaloe Extension	-	7	7	3,363	7,600	19,543	30,506	-	1,875	11,224	9,658	60	9,718
Limerick and Ennis	-	25	25	8,192	11,846	60,191	80,229	-	102	15,148	47,241	1,591	48,832
Limerick and Foynes	-	1	25	11,714	13,292	80,053	110,059	-	2,245	13,313	42,549	3,132	45,681
Rathkeale and Newcastle Junction	-	10	10	No Return to the Order of the House.									
Total Waterford and Limerick	22	108	130	76,176	147,298	390,918	614,393	73	23,664	164,768	259,735	151,349	411,054
Waterford and Tramore	-	8	8	104,733	-	122,235	226,968	120	2,100	950	38,700	-	38,700
West Cork	-	-	-	No Return to the Order of the House.									
TOTAL IRELAND	300	954	1,254	1,458,452	3,870,726	6,768,993	11,792,171	45,795	400,276	1,418,799	3,818,166	1,366,451	5,184,617

The following Companies did not make Returns of their Traffic, although they were several times asked to do so :—

Cork and Kinsale Junction.

Dublin and Meath.

Great Southern and Western of Ireland.

Irish North-Western, including the "Clones and Cavan Branch," "Enniskillen, Bundoran, and Sligo," and "Finn Valley."

Londonderry and Lough Swilly.

Rathkeale and Newcastle Junction.

West Cork.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
														Limerick and Castleconnell.
														Limerick and Ennis.
														Limerick and Foynes.
														Londonderry and Coleraine.
														Londonderry and Enniskillen.
														Londonderry and Lough Swilly.
26,552	28,029	56,461	378	111,420	9,784	14,870	136,074	88,037	36,297	2,510	126,844	10,201	273,119	MIDLAND GREAT WESTERN OF IRELAND.
312	417	858	-	1,587	92	50	1,729	1,264	318	18	1,600	-	3,329	Athenry and Tuam.
2,662	2,883	10,466	-	16,011	1,339	2,475	19,825	13,129	5,461	231	18,821	-	38,646	Great Northern and Western of Ireland.
29,526	31,329	67,735	378	129,048	11,215	17,395	157,628	102,430	42,076	2,759	147,265	10,201	315,904	Total Midland Great Western of Ireland.
858	1,094	2,955	-	4,907	262	10	5,179	3,729	262	2,290	6,281	284	11,744	Newry and Armagh.
930	687	2,123	143	3,853	90	-	3,943	2,286	{ Included in Merchandise }		2,286	-	6,229	Newry, Warrenpoint, and Ros-trevor.
														Parsonstown and Portumna Bridge.
														Portadown, Dungannon, and Omagh Junction.
														Rathkeale and Newcastle Junction.
12,432	15,567	30,505	2,218	60,722	3,842	5,955	70,519	52,413	4,409	3,759	60,581	865	131,965	ULSTER.
711	986	2,931	173	4,801	233	63	5,097	2,216	149	795	3,160	29	8,286	Banbridge, Lisburn, and Belfast.
2,130	2,960	6,300	41	11,431	732	869	13,032	9,903	996	188	11,087	119	24,238	Portadown, Dungannon, and Omagh Junction.
15,273	19,513	39,736	2,432	76,954	4,807	6,827	88,648	64,532	5,554	4,742	74,828	1,013	164,489	Total Ulster.
2,024	3,883	2,417	244	8,568	434	517	9,519	9,831	4,088	1,884	15,753	1,602	26,874	WATERFORD AND CENTRAL IRELAND.
1,209	2,117	1,143	185	4,654	190	25	4,869	2,422	943	182	3,547	16	8,432	Kilkenny Junction.
3,233	6,000	3,560	429	13,222	624	542	14,388	12,253	4,981	2,066	19,300	1,618	35,306	Total Waterford and Central Ireland.
7,924	11,670	9,838	324	29,756	3,383	3,000	36,139	28,704	11,240	3,161	43,105	-	78,244	WATERFORD AND LIMERICK.
174	330	544	-	1,048	63	3	1,114	309	160	25	494	-	1,608	Limerick and Castleconnell.
138	262	369	-	769	42	4	805	278	143	20	441	-	1,246	Killaloe Extension.
1,257	1,811	3,564	-	6,132	358	30	6,520	3,607	1,362	15	4,984	-	11,504	Limerick and Ennis.
883	1,081	3,315	-	5,279	284	-	5,563	1,902	827	156	2,885	-	8,448	Limerick and Foynes.
														Rathkeale and Newcastle Junction.
10,276	14,644	17,630	324	42,974	4,130	3,037	50,141	34,800	13,732	3,277	51,909	-	102,030	Total Waterford and Limerick.
2,850	-	2,246	303	5,399	99	55	5,553	196	15	90	301	59	5,913	Waterford and Tramore.
														West Cork.
151,463	195,853	277,574	28,322	653,277	42,998	54,351	720,626	566,989	214,234	41,652	490,125	23,042	1,263,799	TOTAL IRELAND.

PART III.

WORKING EXPENDITURE, &c.

RETURNS by the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, of their respective WORKING EXPENDITURE during the YEAR ended 31st December 1868, and of the whole of the ROLLING STOCK of the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS.

For the guidance of the various Railway Companies, and to ensure uniformity in the information given in the accompanying Return, each Company was directed, in making up the "Length of Line open," to exclude the length of those lines over which the Company making the Return had merely "Running Powers," but to include half the length of "Joint Lines;" and in returning the sums paid as "Compensation for Personal Injury, &c.," and "Compensation for Damage and Loss of Goods," to exclude the "Legal Expenses" connected therewith. Such "Legal Expenses," it was stated, should be included under the head of "Legal and Parliamentary Expenses." In the case of "Scotch Railways," it was requested that "Feu Duties" might be included under the head of "Miscellaneous."

The Companies were also directed to include in their Returns the sums paid out of "Renewal Account" or "Reserve Fund" of any kind, and to state the amounts so paid under the several heads to which they were applicable, but to exclude "Interest on Loans."

It is to be understood that the responsibility for the correctness of the figures given in this Return rests with the several Railway Companies.

ENGLAND AND WALES.

RETURN of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in ENGLAND and WALES during the YEAR ended 31st December 1868.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1868.	WORKING EXPENDITURE during the Year ended 31st December 1868.													Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1868.						
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.		
Aberdare	-	Leased to the Taff Vale.																						
Abingdon	-	Worked by the Great Western.																						
Anglesea Central	-	18	1,239	2,003	-	2,227	93	104	-	-	-	-	212	5,878	5,474	404 deficiency	107	Supplied by the London and North western Railway Company.						
Aylesbury and Buckingham (from 23d September 1868 to 31st December 1868)	-	12	234	135	-	-	7	-	-	-	-	-	231	607	234	373 deficiency	250	Hired from the Great Western Railway Company.						
Bala and Dolgelly	-	Worked by the Great Western.																						
Berks and Hants Extension	-	Worked by the Great Western.																						
Birkenhead	-	Vested jointly in the Great Western and London and North-Western.																						
Birmingham, Wolverhampton, and Stour Valley	-	Leased to the London and North-Western.																						
Bishop's Castle	-	10	162	595	15	644	20	16	-	-	67	-	1,278	2,797	2,760	37 deficiency	101	2	8	2	19	-	31	
Bishop's Waltham	-	Worked by the London and South-Western.																						
Blackpool and Lytham	-	8	616	656	81	494	147	133	-	-	45	-	53	2,225	3,788	1,563	59	2	18	-	4	-	24	
Blyth and Tyne	-	38	11,582	27,200	9,404	9,237	3,284	143	1,446	361	813	4,430	-	67,900	182,040	64,140	51	35	46	9	3,019	-	3,109	
Bodmin and Wadebridge	-	14	1,164	465	383	482	37	5	-	-	-	-	291	2,327	2,536	291 deficiency	111	1	5	1	82	-	89	
Bourton-on-the-Water	-	Worked by the Great Western.																						
Brecon and Merthyr Tydfil Junction (Including the "Hereford, Hay, and Brecon for 9 months ending 30th September 1868, the remaining 3 months included in the Mid-Wales Return.")	-	60	7,843	12,154	2,217	10,053	2,183	251	1,783	160	2,843	-	2,937	42,429	59,030	16,601	72	25	36	6	528	-	595	
Bridport	-	Leased to the Great Western.																						
Bristol and Exeter	-	135	41,891	49,351	15,919	50,875	11,160	8,024	460	513	2,155	1,780	13,655	195,783	399,914	204,131	49	84	176	87	1,489	75	1,911	
Bristol and Portishead Pier and Railway	-	No Return to the Order of the House.																						
Bristol and South Wales Union	-	Worked by the Great Western.																						
*Bristol Port Railway and Pier	-	6	420	1,049	83	1,080	130	133	-	-	-	-	62	2,957	2,926	31 deficiency	101	2	15	2	4	-	23	
Briton Ferry Floating Dock	-	Worked by the Great Western.																						
Buckinghamshire	-	Leased to the London and North-Western.																						
Buckley	-	Worked by the Wrexham, Mold, and Connah's Quay.																						
Calne	-	Worked by the Great Western.																						
Cambrian	-	176	28,016	16,873	7,592	23,813	1,896	1,281	2,100	872	3,461	-	10,288	96,192	148,377	52,185	65	40	92	15	1,235	-	1,382	
Cannock Mineral	-	Leased to the London and North-Western.																						
Carmarthen and Cardigan	-	19	1,494	2,013	225	3,402	44	205	-	28	38	-	1,358	8,805	12,150	3,345	72	2	5	-	50	-	57	
Carnarvonshire (from 2d September 1867 to 31st December 1868)	-	17	1,708	3,504	924	2,821	511	325	-	17	-	-	1,824	11,634	19,180	7,546	61	No Rolling Stock belonging to the Company, the whole being either hired or paid for by deferred purchase.						
Cheshire Lines Committee	-	34	8,705	24,462	750	33,832	2,546	483	1,768	2,068	571	-	5,868	81,062	107,295	26,233	75						-	39

* This Return is for the Year ending 21st March 1869.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1868.	WORKING EXPENDITURE during the Year ended 31st December 1868.													Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1868.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steam Boat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Coaching.					Total of the Five preceding Columns.
																		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.		
		M.	£	£	£	£	£	£	£	£	£	£	£	£			No.	No.	No.	No.	No.	No.	
Cheshire and Holyhead	See the London and North-Western.																All Rolling Stock for the Passenger and Goods Traffic is provided by the London and North-Western Railway Company, and for the Mineral Traffic by the Stockton and Darlington Company.						
Dockermouth, Keswick, } and Penrith		32	2,248	8,029	-	3,386	416	353	-	18	22	-	1,474	15,946	25,597	9,651	62						
Colchester, Stour Valley, } Sudbury, and Halstead	Leased to the Great Eastern.																						
Coleford, Monmouth, } Usk, and Pontypool	Leased to the Great Western.																						
Colne Valley and Halstead		19	1,404	1,668	56	1,999	483	63	-	-	-	-	789	6,550	7,248	698	90	3	10	3	28	1	45
Cornwall		66	15,316	11,623	2,237	11,008	828	1,481	-	295	22	-	4,216	47,026	98,987	51,981	48	16	44	23	159	8	249
Corwen and Bala	Worked by the Great Western.																						
Cowbridge	Worked by the Taff Vale.																						
Cowes and Newport	Line worked by Contract at 50% of Nett Receipts	5	525				57	149	-	-	-	-	-	731	4,136	3,405	18	2	6	-	-	4	12
Cromford and High Peak	Leased to the London and North-Western.																						
Crystal Palace and South London Junction	Worked by the London, Chatham, and Dover.																						
Dare Valley	Worked by the Taff Vale.																						
Dartmouth and Torbay	Leased to the South Devon.																						
Denbigh, Ruthin, and Corwen		19	1,285	1,663	129	3,048	103	112	-	-	39	-	529	6,908	11,324	4,416	61	3	8	3	55	-	69
Devon and Cornwall	Worked by the London and South-Western.																						
Dowlais		2	210	1,310	-	-	47	-	-	-	-	-	1,102	2,669	636	2,033 deficiency	420	3	-	-	-	-	3
East Lincolnshire	See the Great Northern.																						
East Somerset	Worked by the Great Western.																						
Ely, Haddenham, and Sutton	Worked by the Great Eastern.																						
Ely Valley	Worked by the Great Western.																						
Evesham and Redditch	Worked by the Midland.																						
Exeter and Crediton	Leased to the London and South-Western.																						
Faringdon	Worked by the Great Western.																						
Festiniog		14	1,841	2,008	1,351	3,897	998	163	-	18	-	-	576	10,852	21,855	11,003	50	6	86	65	806	10	923
Furness		89	34,419	31,157	11,926	31,094	4,145	1,118	1,138	98	123	4,126	8,534	127,878	274,634	146,756	46	52	85	29	2,739	26	2,981
Garston and Liverpool	Included in Cheshire Lines Committee.																						
Gloucester and Dean Forest	Leased to the Great Western.																						
Great Eastern (Including the "Colchester, Stour Valley, Sudbury, and Halstead," "Ely, Haddenham, and Sutton," "London and Blackwall," "Lowestoft," "Lynn and Hunstanton," "Mellis and Eye," "Northern and Eastern," "Salfron Walden," "Tendring Hundred," "Tendring Hundred Extension," "Tottenham and Hampstead," "West Norfolk," and "Wivenhoe and Brightlingsea.")		806	177,241	266,638	84,303	316,164	46,743	30,976	2,042	12,179	16,723	75,314	46,790	1,073,713	2,142,860	1,067,147	50	396	1,112	413	9,082	148	11,151
Great Northern (Including the "East Lincolnshire," "Hathfield and St. Albans," "Hornsea," "Nottingham and Grantham," "Ramsey," "Roston and Hitchin," "Spilsby and Firsby," and half the "Midland & Eastern" and "Norwich & Spalding.")		528	201,131	327,160	90,397	292,209	40,826	28,165	25,341	21,419	9,060	8,581	71,410	1,115,699	2,149,066	1,033,997	52	493	897	296	10,217	227	12,130
Great North of England, Clarence, and Hartlepool Junction	Leased to the North-Eastern.																						

* This Return is for the Year ending 30th June 1868.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1868.	WORKING EXPENDITURE during the Year ended 31st December 1868.													Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1868.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steam Boat, Canal, and Harbour Expenses).	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Coaching.		Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.	
																		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.				
	M.	£	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.			
GREAT WESTERN * (Including the "Abingdon," "Bala & Dolgelly," "Berks and Hants Extension," "Bourton-on-the-Water," "Bridport," "Bristol and South Wales Union," "Britton Ferry Floating Dock," "Calne," "Coleford, Monmouth, Usk, and Pontypool," "Corwen and Bala," "East Somerset," "Ely Valley," "Faringdon," "Forest of Dean Central," "Gloucester and Dean Forest," "Great Western and Brentford," "Leominster and Kingston," "Llangollen and Corwen," "Marlborough," "Milford," "Much Wenlock & Severn Junction," "Nantwich & Market Drayton," "Severn Valley," "Stourbridge," "Stratford-on-Avon," "Tenbury and Bewdley," "Vale of Llangollen," "Wallingford and Watlington," "Wellington and Severn Junction," "Wellington and Drayton," and the "Witney," and half of the "Birkenhead," "Hammersmith and City Junction," "Ludlow and Clechill," "Shrewsbury and Hereford," "Shrewsbury and Welspool," "Tenbury," "West London," "Weymouth and Portland," and part of the "Victoria Station and Pimlico," and "West London Extension.")	1,387	397,401	478,464	184,081	554,598	78,865	58,190	20,082	19,803	25,825	16,073	86,047	1,920,010	3,003,130	2,073,111	48	No. 867	No. 1,441	No. 821	No. 17,226	No. 826	No. 21,181	
Great Western and Brentford }	Leased to the Great Western.																						
Hammersmith and City Junction }	Vested in the Great Western and Metropolitan.																						
Hatfield and St. Albans -	Worked by the Great Northern.																						
Hereford, Hay, and Brecon -	See the Brecon and Merthyr Tydfil Junction and the Mid-Wales.																						
Horncastle -	Worked by the Great Northern.																						
Hoylake -	No Return to the Order of the House.																						
Hull and Selby -	Leased to the North-Eastern.																						
Isle of Wight -	No Return to the Order of the House.																						
Keighley and Worth Valley -	Worked by the Midland.																						
Kendal and Windermere -	Leased to the London and North-Western.																						
Kent Coast -	Worked by the London, Chatham, and Dover.																						
Kettering, Thrapstone, and Huntingdon }	Worked by the Midland.																						
Lancashire and Yorkshire }	411	215,549	268,503	66,145	461,823	45,539	24,739	22,406	1,576	13,899	2,142	27,213	1,140,534	2,505,860	1,356,365	46	455	1,413	266	13,781	-	15,915	
Lancaster and Carlisle -	Leased to the London and North-Western.																						
Launceston and South Devon }	Worked by the South Devon.																						
Leominster and Kingston -	Worked by the Great Western.																						
Liskeard and Caradon -	17	948	1,076	524	2,845	184	-	-	-	24	-	526	6,127	13,816	7,839	44	3	-	-	44	-	47	
Liskeard and Looe Union Canal }	Worked by the Liskeard and Caradon.																						
Llanelly Railway and Dock (Including the whole working expenditure on the "Vale of Towy" Railway up to 31st March, and one half of the same after that date, the other half being included in the "London and North-Western" Return.)	71	9,909	12,399	3,370	10,912	1,679	187	11	310	336	1,059	5,894	46,066	65,318	19,252	70	20	29	3	803	8	863	
Llangollen and Corwen -	Worked by the Great Western.																						
Llantrissant and Taff Vale Junction }	Worked by the Taff Vale.																						
Llynvi and Ogmore -	30	3,456	5,059	1,573	4,123	1,712	134	-	194	411	2,351	1,913	20,557	41,536	20,979	49	9	13	-	586	-	603	
London and Blackwall -	Leased to the Great Eastern.																						

* This Return is for the year ending 31st January 1969.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1868.	WORKING EXPENDITURE during the Year ended 31st December 1868.												Total Receipts, as given in the Traffic Returns, and to be laid before the House of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1868.										
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.				Locomotives.	Coaching.		Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.				
																		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.								
London and Greenwich -		M.	£	£	£	£	£	£	£	£	£	£	£	£	No.	No.	No.	No.	No.	No.							
London and North-Western -	1,372	511,496	786,779	253,525	983,350	111,905	82,707	84,347	47,311	67,076	65,627	189,078	3,183,201	6,784,922	3,601,721	47	1,527	2,398	1,373	25,466	2,085	32,840					
(Including the "Birmingham, Wolverhampton, and Stour Valley," "Buckinghamshire," "Canterbury Mineral," "Chester and Holyhead and Branches," "Cromford and High Peak," "Kendal and Windermere," "Lancaster and Carlisle," "North Union," "Shropshire Union," "Watford and Rickmansworth," and half of the "Birkenhead and Branches," "Shrewsbury and Hereford," "Tenbury," "Vale of Tow" from 1st April 1868, and part of the "West London" and "West London Extension.")																											
London and South-Western -	626	136,262	202,832	50,078	262,252	42,986	37,077	7,157	3,930	12,560	-	93,879	908,013	1,764,428	856,415	51	272	1,246	451	4,777	3	6,749					
(Including the "Bishops Cleeve," "Devon and Cornwall," "Exeter and Crediton," "Lymington," "Mid Hants," "Ringwood, Christchurch, and Bournemouth," "Salisbury and Dorset," "Salisbury and Exeter," "Staines, Wokingham, and Woking," "Stokes New Railway and Pier," and half of the "Weymouth and Portland," and part of the "West London Extension.")																											
London, Brighton, and South Coast -	342	107,604	185,271	45,900	182,199	53,590	31,213	7,385	2,369	19,367	-	29,769	664,667	1,269,334	604,667	52	256	1,359	359	3,760	279	6,013					
(Including the "Bosham," and part of the "Victoria Station and Pimlico," and "West London Extension.")																											
London, Chatham, and Dover -	144	77,229	81,622	20,074	102,241	24,751	12,533	5,182	976	13,079	54,805	26,022	419,114	650,176	231,062	64	111	562	113	946	42	1,774					
(Including the "Crystal Palace and South London Junction," "Kent Coast, Mid Kent (Bromley to St. Mary's Cray)," "Seven Oaks, Maidstone, and Tunbridge," "Sittingbourne and Sheerness," and part of the "Victoria Station and Pimlico.")																											
Londonderry (Seaham) to Sunderland -	7	5,225	5,451	152	523	591	204	20	-	-	-	1,445	13,611	22,598	8,987	60	11	11	2	4	-	28					
(Private property.)																											
London, Tilbury, and Southend -	44	11,166	9,763	-	16,704	1,293	1,127	113	26	-	-	1,698	41,890	63,414	21,524	66	The Rolling Stock is supplied by the Great Eastern Railway Company, who work the Line under a Contract.										
West of London -	Included in the Great Eastern Return.																										
Widow and Clee Hill -	Worked by the London and North-Western and Great Western.																										
Wilmington -	Worked by the London and South-Western.																										
Winn and Hunstanton -	Worked by the Great Eastern.																										
Manchester and Milford -	41	1,875	2,498	470	2,760	125	81	42	33	-	-	936	8,820	13,807	5,077	63	4	13	2	113	-	132					
Manchester, Buxton, Matlock, and Midlands Junction -	Leased to the London and North-Western and Midland, and worked by the Midland.																										
Manchester, Sheffield, and Lincolnshire -	209	75,063	109,574	36,587	143,073	16,451	7,118	5,102	2,290	7,020	82,804	39,735	526,407	1,147,390	620,983	46	270	397	136	7,184	117	8,104					
(Including the "South Yorkshire and River Don.")																											
Manchester, South Junction, and Altrincham -	9	3,628	7,345	1,830	8,732	1,565	1,537	116	85	797	-	2,835	50,470	74,792	44,322	41	*	74	1	61	2	138					
(Joint property of the London and North-Western, and "Manchester, Sheffield, and Lincolnshire.")																											
Marlborough -	Worked by the Great Western.																										
Maryport and Carlisle -	39	9,153	11,921	4,863	7,320	1,584	629	-	64	-	-	4,171	39,505	86,424	46,919	46	10	29	14	1,123	9	1,194					
Mellis and Eye -	Worked by the Great Eastern.																										

* Supplied by the Manchester, Sheffield, and Lincolnshire Company.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1868.	WORKING EXPENDITURE during the Year ended 31st December 1868.															Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1868.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damages and Loss of Goods.	Legal and Parliamentary Expenses.	Steam Boat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.	Coaching.					Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.			
															Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.									
Metropolitan - (Including half the Hammersmith and City Junction.)	11	10,702	35,837	-	33,611	14,310	9,060	2,348	-	-	-	-	105,868	292,202	186,334	36	33	142	-	-	7	182			
Metropolitan and St. John's Wood, from 13th April 1868 - }	2	These Lines are worked by the Metropolitan Company, who receive a per-centage of the Gross Receipts. Details of Expenditure cannot therefore be given.											6,908	6,908	12,473	5,565							55		
Metropolitan District, from 24th December 1868 - }	2												357	357	798	436							45		
Total Metropolitan -	15	-	-	-	-	-	-	-	-	-	-	-	7,265	119,433	305,468	192,335	87								
Metropolitan and St. John's Wood - }	Worked by the Metropolitan.																								
Metropolitan District -	Worked by the Metropolitan.																								
Mid-Hants - - -	Worked by the London and South-Western.																								
Mid-Kent (Bromley to St. Mary's Cray) - }	Leased to the London, Chatham, and Dover.																								
MIDLAND - (Including the "Evesham and Redditch," "Leicester and Northampton," "Kettering, Thrapstone, and Huntingdon," "Midland & South-Western Junction" from 1st October, "North-Western," "Peterborough, Wisbeach, and Sutton," "Redditch," "Stonehouse and Nettleworth," "Towkesbury and Malvern," and half the "Furness and Midland," "Great Western from Malvern Wells Junction to Malvern Link," "Midland and Eastern," "Norwich and Spalding," and "Oley and Ilkley" Joint Lines.)	893	260,025	442,672	101,818	469,400	58,396	28,317	37,589	18,097	19,024	-	-	81,326	1,516,664	3,407,268	1,890,589	44	689	1,332	564	16,844	-	19,429		
Manchester, Buxton, Matlock, and Midlands Junction - }	12	4,440	3,600	-	3,354	230	459	-	29	-	-	-	433	12,545	39,239	26,694	32								
Total Midland -	905	264,465	446,272	101,818	472,754	58,626	28,776	37,589	18,196	19,024	-	-	81,759	1,529,209	3,446,907	1,917,283	44								
Midland and Eastern -	Worked by the Great Northern and the Midland.																								
Midland Counties and South Wales - }	No Return to the Order of the House.																								
Mid-Wales - (Including the "Hereford, Hay, and Brecon" from 1st October to 31st December the expenses for the previous 6 months being included in the Brecon and Merthyr Tydfil Return.)	74	4,676	4,916	850	4,860	525	157	-	31	265	-	-	3,470	19,250	29,288	9,988	66	8	41	3	408	6	466		
Milford - - -	Worked by the Great Western.																								
Monmouthshire Railway and Canal - }	51	20,750	18,781	3,409	16,695	6,838	275	860	134	2,330	2,596	6,269	78,987	140,782	61,845	56	38	40	8	381	-	467			
Moretonhampstead and South Devon - }	Leased to the South Devon.																								
Mowddwy - - -	No Return to the Order of the House.																								
Much Wenlock and Severn Junction - }	Worked by the Great Western.																								
Nantwich and Market Drayton - }	Worked by the Great Western.																								
Neath and Brecon -	33	2,692	3,318	66	3,691	130	44	-	16	49	-	-	10,006	9,268	740 Deficiency.	108	All hired.								
Newport Pagnell - -	No Return to the Order of the House.																								
North and South Western Junction - }	5	3,090	-	-	1,717	374	484	40	77	-	-	-	1,014	6,746	15,574	8,828	43	{ Supplied by the North London and London and South-Western Companies.							
North-Eastern - (Including the "Great North of England, Clarence, and Harlepool," and the "Hull and Selby.")	1,254	350,477	613,639	271,517	368,733	79,943	26,998	32,986	-	9,118	34,849	80,009	1,866,169	3,874,836	2,008,667	48	865						1,307	534	60,770
Northern and Eastern -	Leased to the Great Eastern.																								
North London - - -	12	16,759	55,032	12,070	50,401	9,596	5,349	5,247	197	1,304	-	-	12,639	168,594	345,950	177,356	49	66	311	47	442	47	912		

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1868.	WORKING EXPENDITURE during the Year ended 31st December 1868.													ROLLING STOCK on the 31st December 1868.							
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steam Boat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return ordered to be laid before the House of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Coaching.					Total of the Five preceding Columns.
																	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.		
North Staffordshire	158	31,577	44,914	23,221	50,402	4,402	2,625	1,442	-	8,344	37,633	15,838	220,398	441,268	220,870	50	92	192	76	3,974	-	4,334
North Union	-	Leased to the Lancashire and Yorkshire and London and North-Western. Included in the London and North-Western Return.																				
North-Western	-	Leased to the Midland.																				
Norwich and Spalding	-	Worked by the Great Northern and Midland.																				
Nottingham and Grantham Railway and Canal	-	Leased to the Great Northern.																				
Oldham, Ashton-under-Lyne, and Guide Bridge Junction	6	3,045	5,202	-	4,153	182	98	1,242	-	251	-	227	14,406	11,495	{ 2,913 Deficiency }	195	{ Provided by the Manchester, Sheffield, and Lincolnshire Railway Company, who are paid at a rate per mile for its use.					
Ombroke and Tenby	-	No Return to the Order of the House.																				
Penarth Harbour, Dock, and Railway	-	Leased to the Taff Vale.																				
Peterborough, Wisbeach, and Sutton	-	Worked by the Midland.																				
Potteries, Shrewsbury, and North Wales	-	No Return to the Order of the House.																				
Reston and Wyre	28	8,650	14,201	-	13,819	807	1,686	-	187	-	4,394	929	44,643	91,468	46,825	49	{ Provided by the Lancashire and Yorkshire and London and North-Western Companies at a mileage rate.					
Rumsey	-	Worked by the Great Northern.																				
Sodditch	-	Worked by the Midland.																				
Struth and Chasewater	9	710	1,282	375	2,376	175	-	-	15	-	-	556	5,480	7,358	1,869	74	3	-	-	120	-	123
Symney	25	6,755	12,461	1,548	4,235	1,296	38	391	8	590	-	3,164	30,461	66,510	36,029	46	22	28	5	90	10	165
Tatwood, Christchurch, and Bournemouth	-	Worked by the London and South-Western.																				
Taynton and Hitchin	-	Leased to the Great Northern.																				
Telford and Walden	-	Worked by the Great Eastern.																				
Tisbury and Dorset Junction	-	Worked by the London and South-Western.																				
Tisbury and Yeovil	-	Leased to the London and South-Western.																				
Tisbury Railway and Market House	-	Worked by the London and South-Western.																				
Tunbridge Wells Railway and Harbour	-	No Return to the Order of the House.																				
Tunbridge Wells and Beer	-	Worked by the London and South-Western.																				
Tunbridge Wells, Maidstone, and Tunbridge	-	Worked by the London, Chatham, and Dover.																				
Tunbridge Wells Valley	-	Leased to the Great Western.																				
Tunbridge Wells and Hereford	-	Included in the Great Western and London and North-Western Returns.																				
Tunbridge Wells and Hereford	-	Leased to the London and North-Western.																				
Tunbridge Wells and Hereford	16	2,687	3,766	312	1,948	1,407	31	-	38	-	-	1,356	11,545	26,722	15,177	43	7	10	-	14	6	37
Tunbridge Wells and Hereford	-	Leased to the London, Chatham, and Dover.																				
Tunbridge Wells and Hereford	-	No Return to the Order of the House.																				
Tunbridge Wells and Hereford	112	25,903	26,773	7,162	30,101	3,286	4,152	1,349	676	480	-	6,963	106,835	236,573	129,738	45	50	113	51	402	59	675
Tunbridge Wells and Hereford	-	(Including the " Dartmouth and Torbay," "Launceston and South Devon," and " Moretonhamstead and South Devon.")																				
Tunbridge Wells and Hereford	312	121,472	157,728	44,000	200,062	67,630	34,877	9,407	2,303	13,101	24,822	49,600	725,102	1,621,812	796,710	48	243	1,347	413	3,380	261	5,640
Tunbridge Wells and Hereford	-	(Including the " London and Greenwich.")																				
Tunbridge Wells and Hereford	-	Leased to the Manchester, Sheffield, and Lincolnshire.																				
Tunbridge Wells and Hereford	-	Worked by the Great Northern.																				
Tunbridge Wells and Hereford	-	No Return to the Order of the House.																				
Tunbridge Wells and Hereford	-	Leased to the London and South-Western.																				
Tunbridge Wells and Hereford	12	586	1,170	7	1,816	77	62	-	2	78	-	177	3,975	5,478	1,508	73	5	8	-	-	-	11
Tunbridge Wells and Hereford	-	Worked by the London and South-Western.																				
Tunbridge Wells and Hereford	-	Leased to the Midland.																				
Tunbridge Wells and Hereford	-	Worked by the Great Western.																				
Tunbridge Wells and Hereford	-	Worked by the Great Western.																				
Tunbridge Wells and Hereford	20	3,021	3,693	700	2,944	1,106	41	-	93	-	-	2,231	13,885	24,307	10,422	57	11	14	1	161	3	190

* This Return is for the Year ending 31st January 1869.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1868.	WORKING EXPENDITURE during the Year ended 31st December 1868.													Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1868.						Total of the Five preceding Columns.
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steam Boat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Coaching.		Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.			
																		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.					
TAFF VALE - - - (Including the "Aberdare," "Dare Valley," "Llantrissant and Taft Vale Junction," and "Penarth Harbour, Dock, and Railway.")	M. 73	£ 37,635	£ 46,056	£ 18,181	£ 56,783	£ 16,439	£ 1,566	- -	£ 70	£ 2,418	£ 4,206	£ 12,473	£ 195,827	£ 375,239	£ 179,412	52	No. 81	No. 66	No. 18	No. 2,642	No. 48	No. 2,810		
Cowbridge - -	-	No Return to the Order of the House.																						
Total Taft Vale -	-																							
Talylyn* - - -	7	371	329	5	572	235	3	- -	3	- -	- -	121	1,639	1,773	184	92	2	4	1	- -	- -	- -		
Tees Valley - -	-	Worked by the North-Eastern.																						
Tenbury - - -	-	Leased to the Great Western and London and North-Western.																						
Tenbury and Bewdley -	-	Worked by the Great Western.																						
Tendring Hundred -	-	Worked by the Great Eastern.																						
Tendring Hundred Extension - -	-																							
Tewkesbury and Malvern -	-	Worked by the Midland.																						
Torbay and Brixham -	-	No Return to the Order of the House.																						
Tottenham and Hampstead - -	-	Worked by the Great Eastern.																						
Trent, Ancholme, and Grimsby - - -	14	1,641	4,580	- -	2,142	185	41	- -	- -	- -	- -	124	8,713	13,243	9,530	42	Provided by the Manchester, Sheffield and Lincolnshire Railway Company who are paid at a rate per mile for its use.							
Vale of Llangollen -	-	Worked by the Great-Western.																						
Vale of Towy - -	-	Leased to the Llanelly and London and North-Western.																						
Victoria Station and Pimlico - - -	-	Line used by the London, Brighton, and South Coast, London, Chatham, and Dover, and Great Western.																						
Wallingford and Watlington - - -	-	Worked by the Great Western.																						
Watford and Rickmansworth - - -	-	Worked by the London and North-Western.																						
Wellington and Drayton -	-	Worked by the Great Western.																						
Wellington and Severn Junction - - -	-	Leased to the Great Western.																						
West Cornwall Committee - - -	42	4,797	5,904	2,211	6,297	420	426	- -	190	116	- -	3,900	24,261	42,193	17,932	57	12	35	12	373	- -	4		
West London - - -	-	Leased to the Great Western and London and North-Western.																						
West London Extension -	-	Line used by the London, Brighton, and South Coast, London and North-Western, London and South-Western, and Great Western.																						
West Norfolk Junction -	-	Worked by the Great Eastern.																						
West Somerset - - -	-	Leased to the Bristol and Exeter.																						
West Somerset Mineral -	12	681	762	283	698	308	8	- -	- -	- -	- -	691	3,431	5,364	1,933	67	4	3	- -	49	3	- -		
Weymouth and Portland -	-	Worked by the London and South-Western and Great Western.																						
Whitehaven, Cleator, and Egremont - - -	19	4,560	5,187	2,313	3,455	653	100	46	- -	40	- -	679	17,033	46,950	29,917	36	9	12	3	655	- -	0		
Willoughby D'Eresby's, Lord-(Edenham to Little Bytham) - - - (Private Property.)	4	324	105	- -	- -	- -	1	- -	- -	- -	- -	39	469	856	118 Deficiency.	132	2	2	2	- -	- -	- -		
Witney - - -	-	Worked by the Great Western.																						
Wivenhoe and Brightlingsea - - -	-	Worked by the Great Eastern.																						
Wrexham, Mold, and Connah's Quay (Including the "Buckley.")	16	482	1,651	74	1,262	183	24	- -	41	38	381	1,414	5,550	6,452	902	86	5	8	2	107	5	15		
TOTAL ENGLAND AND WALES	10,200	308,735	447,382	189,730	487,915	768,537	448,031	231,588	139,183	233,553	428,163	977,835	17,134,795	35,226,886	7,809,209	49	7,235	16,038	6,251	196,002	4,878	23,130		

* This Return is for the Year ending 31st March 1869.

The following Companies did not make Returns of their Working Expenditure, although repeatedly requested to do so :—

Bristol and Portishead Pier and Railway.
Cowbridge.
Hoylelake.
Isle of Wight.
Midland Counties and South Wales.
Mowddwy.
Newport Pagnell.

Pembroke and Tenby.
Potteries, Shrewsbury, and North Wales.
Saundersfoot Railway and Harbour.
Somerset and Dorset.
Stafford and Uttoxeter.
Torbay and Brixham.

SCOTLAND.

RETURN of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in SCOTLAND during the Year ended 31st December 1868.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1868.	WORKING EXPENDITURE during the Year ended 31st December 1868.												Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1868.										
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steam Boat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.				Locomotives.	Coaching.		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.			
																		No.	No.								
Aboyne and Braemar -		Worked by the Great North of Scotland.															No.	No.	No.	No.	No.	No.					
Alyth - - -		Leased to the Caledonian.																									
Arbroath and Forfar -		Leased to the Caledonian.																									
Ayr and Maybole - -		Worked by the Glasgow and South-Western.																									
Berwickshire - - -		Worked by the North British.																									
Blane Valley - - -		Worked by the North British.																									
Busby - - -		Worked by the Caledonian.																									
*CALEDONIAN - - - (Including the "Alyth," "Arbroath and Forfar," "Busby," "Crieff and Methven Junction," "Greenock and Wemyss Bay," "Montrose and Ber- vie," and "Port Patrick.")	711	196,675	263,787	61,753	230,650	42,512	13,083	8,666	2,286	11,237	28,842	59,630	919,021	1,885,531	966,510	49	523	891	281	14,551	114	16,360					
Carlisle and Silloth Bay		Leased to the North British.																									
Crieff and Methven } Junction - - - }		Worked by the Caledonian.																									
Deeside - - - - }		Leased to the Great North of Scotland.																									
Deeside Extension - }																											
Devon Valley - - -		Worked by the North British.																									
Edinburgh and Bathgate		Leased to the North British.																									
Esk Valley - - - -		Leased to the North British.																									
Findhorn - - - -		Worked by the Highland.																									
*Forth and Clyde Junction	30	4,724	2,153	1,751	1,875	228	234	-	-	3	-	-	1,700	12,668	18,242	5,574	70	4	10	4	289	-	307				
Glasgow and Milngavie } Junction - - - }		Worked by the North British.																									
*GLASGOW AND SOUTH- } WESTERN - - - }	249	91,838	57,506	23,055	75,554	13,685	4,244	4,658	866	1,225	-	14,112	286,743	566,637	279,894	51	171	294	120	7,076	198	7,859					
(Including the "Kilmarnock and Troon," one half of the Glasgow and Paisley Joint Line, and the "Ayr and Maybole Junction.")	5	-	-	-	-	1,967	150	47	-	-	-	-	2,164	4,684	2,520	46											
Total Glasgow and } South-Western - }	254	91,838	57,506	23,055	77,521	13,835	4,291	4,658	866	1,225	-	14,112	288,907	571,321	282,414	51											
*GREAT NORTH OF } SCOTLAND - - - }	279	19,393	25,125	9,364	27,343	3,718	1,847	775	113	655	-	12,936	101,269	188,464	87,195	54	54										
(Including the "Deeside" and "Deeside Extension," and the "Morayshire.")																		171	24	1,437	-	1,706					
*Aboyne and Braemar	11	415	-	-	-	270	93	-	-	-	-	-	216	1,032	3,161	2,129	33										
Total Great North } of Scotland - }	290	19,808	25,125	9,364	27,613	3,816	1,880	775	113	655	-	13,152	102,301	191,625	89,324	53											
Greenock and Wemyss } Bay - - - }		Worked by the Caledonian.																									
Highland - - - - - (Including the "Findhorn" and "Sutherland.")	268	13,924	23,759	8,644	32,753	4,139	3,057	-	352	212	-	10,476	97,315	216,893	119,578	45	55	130	46	1,201	19	1,451					
Kilmarnock and Troon -		Leased to the Glasgow and South-Western.																									
Leslie - - - - -		Worked by the North British.																									

* These Returns are for the year ending 31st January 1869.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1868.	WORKING EXPENDITURE during the Year ended 31st December 1868.													Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1868.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steam Boat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Coaching.		Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.	
																		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.				
	M.	£	£	£	£	£	£	£	£	£	£	£	£	£	No.	No.	No.	No.	No.	No.			
*Leven and East of Fife -	20	1,546	1,194	889	2,653	381	211	-	46	-	-	1,124	8,024	15,864	7,840	51	3	6	1	172	2	184	
Montrose and Bervie -	Worked by the Caledonian.																						
Morayshire - - -	Worked by the Great North of Scotland.																						
*NORTH BRITISH - - (Including the "Berwickshire," "Blane Valley," "Carlisle and Silloth Bay," "Devon Valley," "Edinburgh and Bathgate," "Glasgow and Milngavie Junction," "Peebles," and "Port Carlisle Dock and Railway.")	766	192,150	178,402	86,616	219,514	16,065	15,016	2,634	10,787	8,489	29,515	44,001	803,189	-	-	-	389	881	259	14,310	128	15,967	
*Leslie - - -	5	485	-	-	1,141	79	10	-	-	-	-	-	1,715	-	-	-	1	-	-	-	-	1	
*St. Andrews - -	5	565	-	-	409	73	92	-	-	-	-	-	289	-	-	-	-	-	-	-	-	-	
Total North British	776	193,200	178,402	86,616	221,064	16,217	15,118	2,634	10,787	8,489	29,515	44,240	806,232	1,522,373	7,16,094	53	390	881	259	14,310	128	15,968	
Peebles - - - -	Leased to the North British.																						
Port Carlisle Dock and Railway - - - -	Leased to the North British.																						
Port Patrick - -	Worked by the Caledonian.																						
St. Andrews - -	Worked by the North British.																						
Sutherland - - -	Worked by the Highland.																						
TOTAL SCOTLAND -	2,349	521,615	551,926	192,052	594,129	81,127	37,874	16,738	14,453	21,818	58,357	144,434	2,234,518	4,421,849	2,187,331	50	1,200	2,383	735	39,056	461	43,835	

* These Returns are for the year ending 31st January 1869.

I R E L A N D.

RETURN of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in IRELAND during the Year ended 31st December 1868.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1868.	WORKING EXPENDITURE during the Year ended 31st December 1868.												Total Receipts, as given in the Traffic Returns ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1868.							
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steam Boat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.				Locomotives.	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.		
Athlery and Tuam	-	Leased to the Midland Great Western of Ireland.															No.	No.	No.	No.	No.	No.		
Banbridge Junction	-	Leased to the Dublin and Belfast Junction.																						
Banbridge, Lisburn, and Belfast	-	Leased to the Ulster.																						
Belfast and County Down*	-	44	4,931	7,336	2,097	7,259	695	-	-	106	45	387	-	1,925	24,781	44,073	19,892	55	13	54	13	269	5	354
Belfast and Northern Counties (Including the "Carrickfergus and Larne," and "Londonderry and Coleraine.")	-	151	19,457	25,595	3,862	19,039	3,697	-	-	825	568	231	-	6,051	79,325	143,643	64,318	55	38	93	32	735	-	898
Belfast, Holywood, and Bangor	-	13	1,815	2,340	686	2,359	273	-	-	-	13	504	-	1,542	10,038	16,665	6,627	60	3	46	4	13	-	66
Carrickfergus and Larne	-	Worked by the Belfast and Northern Counties.																						
Cork and Bandon (Including the "Cork and Kinsale Junction.")	-	31	2,806	4,211	938	3,534	1,060	-	-	-	288	267	-	1,358	14,462	123,291	8,829	62	7	14	12	66	-	99
Cork and Kinsale Junction	-	Worked by the Cork and Bandon.																						
Cork and Limerick Direct	-	Worked by the Great Southern and Western of Ireland.																						
Cork and Macroom Direct	-	25	1,160	1,669	394	3,368	101	-	-	-	2	9	-	283	6,986	11,381	4,395	61	3	9	2	63	-	77
Cork, Blackrock, and Passage†	-	6	2,085	1,606	327	1,100	539	-	-	-	-	17	-	721	6,375	10,429	4,054	61	3	13	1	-	2	19
Dublin and Belfast Junction (Including the "Banbridge Junction.")	-	63	7,564	11,586	3,064	7,045	3,107	-	-	-	149	224	220	2,875	35,834	81,739	45,905	44	20	34	27	249	-	330
Dublin and Drogheda	-	75	10,877	12,232	3,558	9,840	3,488	-	-	130	208	626	-	3,213	44,172	101,550	57,378	43	22	63	37	239	35	396
Dublin and Kingstown	-	Leased to the Dublin, Wicklow, and Wexford.																						
Dublin and Meath	-	No Return to the Order of the House.																						
Dublin, Wicklow, and Wexford (Including the "Dublin and Kingstown.")	-	107	15,020	19,880	5,228	18,729	5,500	-	-	6,764	703	2,300	-	6,205	80,329	175,747	95,418	46	43	135	23	479	19	699
Enniskillen, Bundoran, and Sligo	-	Worked by the Irish North-Western.																						
Finn Valley	-	Worked by the Irish North-Western.																						
Great Northern and Western of Ireland	-	Worked by the Midland Great Western of Ireland.																						
Great Southern and Western of Ireland (Including the "Cork and Limerick Direct.")	-	17																						
Irish North-Western (Including the "Clones and Cavan Branch," "Enniskillen, Bundoran, and Sligo," "Finn Valley," and "Londonderry and Enniskillen.")	-	No Return to the Order of the House.																						
Kilkenny Junction	-	Worked by the Waterford and Central Ireland.																						
Limerick and Castle Connell	-	Worked by the Waterford and Limerick.																						
Limerick and Ennis	-	Worked by the Waterford and Limerick.																						
Limerick and Foynes	-	Worked by the Waterford and Limerick.																						

* This Return is for the year ending 31st October 1868.

† This Return is for the year ending 25th March 1869.

‡ These Receipts are only for the "Cork and Bandon" the "Cork and Kinsale" Company not having made a Return of Traffic.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1868.	WORKING EXPENDITURE during the Year ended 31st December 1868.													Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st Dec-ember 1868.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Ex-penses.	Steam Boat, Canal and Harbour Expenses.	Miscellaneous Working Expendi-ture not included in the fore-going.	Total Working Expenditure.	Locomotives.				Coaching.		Waggon of all kinds used for the Conveyance of Live Stock, Min-erals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.	
																		Carriages used for the Con-veyance of Passengers only.	Other Vehicles attached to Passenger Trains.				
<i>Londonderry and Cole-raine</i> }		<i>Worked by the Belfast and Northern Counties.</i>																No.	No.	No.	No.	No.	No.
<i>Londonderry and En-niskillen</i> }		<i>Leased to the Irish North-Western.</i>																					
<i>Londonderry and Lough Swilly</i> }		<i>No Return to the Order of the House.</i>																					
<i>Midland Great Western of Ireland (Including the "Athenry and Tuam," and "Great Northern and Western of Ireland.")</i>	355	52,743	41,342	9,001	34,703	7,368	-	240	1,560	1,946	4,252	13,741	167,406	315,004	147,598	53	71	118	85	1,222	4	1,500	
<i>Newry and Armagh</i> -	21	1,571	1,912	1,483	2,303	156	-	7	9	584	-	1,234	9,259	11,744	2,485	79	7	12	6	181	-	206	
<i>Newry, Warrenpoint, and Bostrevor</i> }	6	471	1,751	19	891	38	-	-	95	-	-	110	3,445	6,229	2,784	55	4	9	-	66	1	80	
<i>Portadown, Dungannon, and Omagh Junction</i> }		<i>Leased to the Ulster.</i>																					
<i>Rathkeale and New-castle Junction</i> - }		<i>Worked by the Waterford and Limerick.</i>																					
<i>Ulster (Including the "Ban-bridge, Lisburn, and Bel-fast," and "Portadown, Dungannon, and Omagh.")</i>	122	15,530	19,739	5,690	30,111	4,919	-	49	1,797	1,313	-	5,479	84,627	164,439	79,862	51	36	70	38	730	20	894	
<i>*Waterford and Central Ireland and Kilkenny Junction</i> - }	59	6,645	5,200	1,560	6,015	115	-	-	-	407	-	2,505	22,447	35,306	12,859	64	9	27	10	137	-	183	
<i>Waterford and Limerick (Including the "Lime-rick and Castle Connell," "Limerick and Ennis," "Limerick and Foyes," and the "Rathkeale and Newcastle Junction.")</i>	151	11,509	15,996	3,934	13,808	2,134	-	-	177	544	-	4,086	52,188	102,050	49,862	51	24	46	32	492	-	594	
<i>Waterford and Tra-more</i> - }	8	594	1,569	225	491	78	-	-	-	-	-	400	3,357	5,913	2,556	57	4	15	-	8	-	27	
<i>West Cork</i> -		<i>No Return to the Order of the House.</i>																					
TOTAL IRELAND -	1,854	154,758	174,470	42,736	160,595	33,268	-	5,121	5,614	9,859	4,472	51,723	645,121	1,299,943	604,822	52	307	753	322	4,949	86	6,422	

* This Return is for the year ending 25th March 1869.

† Exclusive of £13,856, Receipts of the Cork and Limerick Direct, which Line is worked by the Great Southern and Western Company who have not made Returns of their Traffic and Working Expenditure.

The "Dublin and Meath," "Great Southern and Western of Ireland," "Irish North Western," "Londonderry and Lough Swilly," and West Cork" Companies did not make Returns of their Working Expenditure, although they were several times requested to do so.

RAILWAYS.

RETURNS of the CAPITAL, TRAFFIC, WORKING
EXPENDITURE, and ROLLING STOCK of the
several RAILWAY COMPANIES in *England* and
Wales, *Scotland*, and *Ireland*, for the Year
1868 (in continuation of Parliamentary Paper,
No. 484, of Session 1867-8).

(*Mr. John Bright.*)

Ordered, by The House of Commons, to be Printed,
28 June 1869.

[*Price 11 d.*]

286.

Under 12 oz.

RAILWAYS (FACING POINTS).

RETURN to an Order of the Honourable The House of Commons,
dated 13 May 1869;—for,

“ COPY of any RULES, INSTRUCTIONS, or RECOMMENDATIONS issued by the
Railway Department of the Board of Trade to RAILWAY COMPANIES, on
the subject of ‘ FACING POINTS.’ ”

Board of Trade, }
May 1869. }

G. SHAW LEFEVRE.

EXTRACTS from “ MEMORANDUM of IMPORTANT REQUIREMENTS ” issued
by the Railway Department of the Board of Trade, on the subject of “ FACING
POINTS,” previous to the opening of New Lines of RAILWAY.

“ 4. Main-signals and distant-signals for each direction to be supplied;
with extra signals for such sidings as are used for the arrival and departure of
trains.

“ 5. The levers and handles of switches and signals to be brought close
together; into the position most convenient for the person working them. The
switches to be provided with double connecting rods. The levers of the switches
to be sufficiently long to enable the pointsmen to work them without risk or
inconvenience, and not to be placed between the lines of rails. They should
be, as far as possible, connected with locking apparatus, and worked from under
cover.

“ 6. No facing points to be put in, except on single lines, or at junctions, or
in exceptional cases. At all junctions the signals and points to be worked as
pointed out in No. 21. In other cases in which facing points are necessarily
employed, and in which they are not interlocked with signals, a special signal
to be attached to them, to indicate their condition to the driver of an approach-
ing train, showing not only whether they are set in the proper direction, but
also whether they are completely turned over in that direction, and are in close
contact with the standard rail.

“ 7. All sidings connected with passenger lines to be supplied with locked
chock-blocks. In the case of every siding falling towards the main line, a blind
siding or safety switch to be provided, with the points closed against the main
line.”

“ 20. At all junctions, main-signals and distant-signals for each line are
required; and clocks should be placed in conspicuous positions for the use of
the signalmen. In the case of junction-sidings, signals are required to prevent
engine-drivers from leaving them without proper permission from the signal-
man.

“ 21. The signal-handles and the levers of the switches at junctions should
be brought together under cover upon a properly constructed stage, with glass
sides inclosing the apparatus. They should be so arranged that while the
signals are at danger the points shall be free to move; that a signalman shall
be unable to lower a signal for the approach of a train until after he has set
the points in the proper direction for it to pass; that it shall not be possible for
him to exhibit at the same moment any two signals that can lead to a collision
between two trains, and that after having lowered his signals to allow a train to
pass, he shall not be able so to turn his points in the wrong direction as to cause

RAILWAYS (FACING POINTS).

or admit of a collision between any two trains. Every signalman should be able to see the arms and the lamps of his main as well as his distant signals, and the working of his points."

"23. The junctions between the main line and any sidings which lead to ballast pits in use, or which are employed for colliery or other purposes, should be protected by a main signal and a distant-signal in each direction. The sidings should be so arranged that the shunting carried on at them shall present the least possible obstruction to the main line; and there should be a safety switch or blind siding interlocked with the signals to protect the main line.

"24. When a junction is situated near to a passenger station, or is connected with goods or mineral sidings, the platforms and sidings should be so arranged as to prevent, as far as possible, any necessity for shunting over the junction.

"25. When two single lines meet, the junction should in ordinary cases be formed as a double-line junction."

"28. All signals which are worked by a wire should be so weighted as to fly to 'danger' on the fracture of the wire."

RAILWAYS (FACING POINTS).

COPY of RULES, INSTRUCTIONS or RECOMMENDATIONS issued by the Railway Department of the Board of Trade to RAILWAY COMPANIES, on the subject of "FACING POINTS."

(*Mr. Ellice.*)

Ordered, by The House of Commons, to be Printed,
28 May 1869.

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TURNPIKE TRUSTS.

AN ABSTRACT OF THE GENERAL STATEMENTS

OF THE

Income and Expenditure

OF THE SEVERAL

TURNPIKE TRUSTS

IN

ENGLAND AND WALES,

FROM 1st JANUARY 1867 TO 31st DECEMBER 1867 INCLUSIVE.

PURSUANT TO THE ACT 3 & 4 WILL. IV. c. 80.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

FOR HER MAJESTY'S STATIONERY OFFICE.

1869.

AN ABSTRACT OF THE GENERAL STATEMENTS OF THE INCOME

1. NAMES OF COUNTIES.	2. Balance in Treasurers' Hands on 1st January 1867.	3. Balance due to the Treasurers on 1st January 1867.	INCOME.							10. TOTAL INCOME.
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.		
ENGLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
BEDFORDSHIRE -	2,712 16 9	- - -	5,082 13 1	- - -	- - -	- - -	276 16 0	- - -	5,359 9 1	
BERKSHIRE -	2,697 19 9	41 3 3	8,283 17 4	547 8 2	193 15 0	0 7 6	166 9 2	- - -	9,191 17 2	
BUCKINGHAMSHIRE -	3,057 4 1	- - -	7,371 6 3	382 4 5	- - -	0 10 9	1,097 15 3	- - -	8,851 16 8	
CAMBRIDGESHIRE -	2,738 16 11	80 2 2	8,271 14 10	144 14 0	- - -	0 6 0	194 15 4	- - -	8,611 10 2	
CHESHIRE -	8,920 0 8	814 9 7	35,156 0 1	1,052 10 0	- - -	12 8 6	1,368 12 4	- - -	37,589 10 11	
CORNWALL -	6,514 11 2	620 7 1	17,759 15 4	365 9 5	- - -	5 0 3	612 17 1	500 0 0	19,243 2 1	
CUMBERLAND -	1,841 3 7	91 9 6	9,920 2 3	- - -	- - -	4 14 0	252 5 10	- - -	10,177 2 1	
DERBYSHIRE -	10,284 4 11	301 2 5	32,125 11 7	826 14 0	730 0 0	10 1 3	246 9 4	- - -	33,938 16 2	
DEVONSHIRE -	10,777 10 6	2 7 4	41,076 18 0	657 17 8	30 0 0	4 6 2	6,185 15 2	- - -	47,954 17 0	
DORSETSHIRE -	5,421 10 5	116 2 9	14,165 10 11	561 14 1	- - -	7 1 9	96 3 6	- - -	14,830 10 3	
DURHAM -	2,906 12 10	331 9 7	17,651 6 11	141 0 0	5 0 0	1 12 9	646 1 11	- - -	18,445 1 7	
ESSEX -	693 13 10	- - -	2,110 0 0	- - -	- - -	- - -	114 3 3	- - -	2,224 3 3	
GLOUCESTERSHIRE -	12,506 7 7	352 12 3	43,786 15 7	871 0 4	- - -	28 3 10	7,410 14 9	- - -	52,096 14 6	
HAMPSHIRE -	6,174 11 8	1,510 2 9	15,503 2 6	5,717 19 10	20 0 0	15 10 0	533 15 9	- - -	21,790 8 1	
HEREFORDSHIRE -	2,477 4 2	21 1 9	15,454 13 3	742 2 6	- - -	4 5 1	617 15 11	- - -	16,818 16 9	
HERTFORDSHIRE -	4,007 8 2	- - -	9,341 13 4	- - -	- - -	0 0 6	371 18 8	- - -	9,713 12 6	
HUNTINGDONSHIRE -	1,132 14 3	298 17 11	4,751 4 6	252 10 0	- - -	- - -	132 3 3	- - -	5,135 17 9	
KENT -	10,527 5 1	94 12 1	24,769 3 4	1,039 3 7	- - -	0 12 6	2,334 17 11	- - -	28,143 17 4	
LANCASHIRE -	25,769 6 12	806 4 3	84,792 11 4	1,611 15 6	- - -	92 5 6	3,757 10 4	4,055 0 0	94,309 2 8	
LEICESTERSHIRE -	10,029 6 2	- - -	17,709 7 11	- - -	- - -	1 16 6	187 3 3	- - -	17,896 7 8	
LINCOLNSHIRE -	4,032 18 7	38 9 0	15,008 15 9	1,973 13 0	520 0 0	2 17 6	228 4 0	- - -	17,733 10 3	
MIDDLESEX -	16,056 6 8	- - -	41,112 13 8	- - -	- - -	- - -	4,836 17 8	- - -	45,949 11 4	
MONMOUTHSHIRE -	2,165 13 10	- - -	10,612 12 8	968 7 3	- - -	9 5 0	204 13 5	- - -	11,794 18 4	
NORFOLK -	6,105 12 1	318 0 3	8,758 4 5	92 7 6	- - -	0 0 6	177 12 7	- - -	9,028 5 0	
NORTHAMPTONSHIRE -	5,923 8 7	197 3 0	18,336 9 10	895 11 9	- - -	- - -	240 18 11	- - -	19,473 0 6	
NORTHUMBERLAND -	2,137 18 6	389 18 11	13,684 11 1	1,402 16 3	- - -	1 6 9	543 9 4	- - -	15,632 3 5	
NOTTINGHAMSHIRE -	7,270 1 9	1,843 14 11	12,999 3 5	526 3 5	151 3 6	2 8 6	332 1 11	- - -	14,011 0 9	
OXFORDSHIRE -	4,802 4 8	474 19 9	13,556 11 10	477 11 3	- - -	0 17 6	136 6 3	- - -	14,171 6 10	
RUTLANDSHIRE -	143 17 2	- - -	1,902 12 5	- - -	- - -	- - -	347 7 6	- - -	2,249 19 11	
SHROPSHIRE -	4,716 0 10	722 19 1	16,249 3 4	641 14 1	- - -	4 9 0	1,454 2 7	- - -	18,349 9 0	
SOMERSETSHIRE -	4,933 15 8	275 11 2	36,120 6 2	1,048 11 0	- - -	4 13 11	904 0 6	- - -	38,077 11 7	
STAFFORDSHIRE -	15,971 6 9	1,089 5 7	43,465 4 5	202 18 0	63 0 0	1 1 6	1,249 10 3	200 0 0	45,181 14 2	
SUFFOLK -	2,031 12 11	- - -	4,059 15 5	24 0 0	- - -	1 2 0	176 6 7	- - -	4,261 4 0	
SURREY -	5,568 13 9	- - -	9,922 11 5	130 0 0	- - -	- - -	666 19 9	- - -	10,719 11 2	
SUSSEX -	8,188 8 5	370 7 8	22,218 5 1	196 13 9	49 0 0	- - -	1,132 0 1	- - -	23,595 18 11	
WARWICKSHIRE -	4,818 3 5	128 10 5	19,565 10 10	154 4 5	- - -	14 2 0	286 4 5	- - -	20,020 1 8	
WESTMORLAND -	1,376 0 2	- - -	3,662 13 9	27 10 0	- - -	0 2 6	32 6 10	- - -	3,722 13 1	
WILTSHIRE -	4,878 0 3	289 3 1	20,839 13 8	696 10 4	- - -	2 16 0	665 16 11	- - -	22,204 16 11	
WORCESTERSHIRE -	7,220 10 11	260 3 8	30,948 7 10	345 4 5	- - -	11 0 11	389 11 1	- - -	31,694 4 3	
YORKSHIRE -	43,729 0 8	4,778 15 9	97,683 12 6	4,285 12 3	193 17 0	26 17 0	27,765 8 0	- - -	129,955 6 9	
TOTAL -	283,260 4 3	16,659 6 11	855,790 7 10	29,003 12 2	1,955 15 6	272 3 5	68,374 2 7	4,755 0 0	960,151 1 6	
WALES.										
ANGLESEY -	3,507 8 11	- - -	3,934 2 8	- - -	- - -	- - -	34 10 0	- - -	3,968 12 8	
CARNARVONSHIRE -	1,310 9 10	- - -	4,695 13 8	- - -	- - -	- - -	117 17 6	- - -	4,813 11 2	
DENBIGHSHIRE -	1,818 13 10	- - -	4,803 18 8	197 0 0	- - -	- - -	193 16 5	- - -	5,194 15 1	
FLINTSHIRE -	2,009 8 4	93 18 10	9,281 3 11	1,152 4 5	- - -	- - -	490 0 4	- - -	10,923 8 8	
MERIONETHSHIRE -	1,247 7 11	- - -	3,457 13 2	- - -	- - -	1 2 6	21 11 6	- - -	3,480 7 2	
MONTGOMERYSHIRE -	4,161 12 1	488 7 1	7,959 3 4	667 6 9	- - -	0 11 0	428 2 11	- - -	9,055 4 0	
SOUTH WALES, 6 Counties -	14,055 0 11	582 5 11	34,131 15 5	2,016 11 2	- - -	1 13 6	1,285 18 8	- - -	37,435 18 9	
	1,696 2 5	316 19 11	24,569 18 1	9,422 18 11	488 0 4	10 17 4	1,819 0 8	- - -	36,310 15 4	
TOTAL -	15,751 3 4	899 5 10	58,701 13 6	11,439 10 1	488 0 4	12 10 10	3,104 19 4	- - -	73,746 14 1	
SUMMARY.										
ENGLAND, 40 Counties -	283,260 4 3	16,659 6 11	855,790 7 10	29,003 12 2	1,955 15 6	272 3 5	68,374 2 7	4,755 0 0	960,151 1 6	
WALES, 12 Counties -	15,751 3 4	899 5 10	58,701 13 6	11,439 10 1	488 0 4	12 10 10	3,104 19 4	- - -	73,746 14 1	
TOTAL -	299,011 7 7	17,558 12 9	914,492 1 4	40,443 2 3	2,443 15 10	284 14 3	71,479 1 11	4,755 0 0	1,033,897 15 7	

AND EXPENDITURE OF THE SEVERAL TURNPIKE TRUSTS IN ENGLAND AND WALES, FROM 1st JANUARY 1867 TO 31st DECEMBER 1867 INCLUSIVE, PURSUANT TO THE ACT 3 & 4 WILL. 4. Cap. 80.

EXPENDITURE.																DEBTS.					ARREARS OF			
11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.	29.	30.	31.	32.	33.	34.	35.
Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.	Bonded or Mortgage Debts.	Rate of Interest per Cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Average.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,713 0 2	675 14 2	1,111 11 6	- - -	81 19 5	268 9 1	42 10 0	214 12 0	353 0 0	63 0 6	362 19 6	- - -	33 15 0	157 18 6	- - -	5,078 9 10	11,788 11 0	2½	586 19 6	755 6 0	- - -	13,130 16 6	10 0 0	- - -	- - -
2,168 8 10	1,452 3 4	1,429 1 9	- - -	40 2 3	436 16 7	30 0 0	383 3 0	581 0 0	132 5 7	802 2 2	292 2 10	1,718 5 0	424 7 10	193 15 0	10,083 14 2	24,140 13 4	3	256 10 1	1,981 13 7	125 16 9	26,504 13 9	262 3 4	39 6 6	19 15 6
3,817 9 9	676 18 9	1,787 19 8	- - -	35 0 8	565 9 9	87 15 0	297 12 0	563 10 0	246 12 5	472 16 2	- - -	1,418 3 0	765 17 6	- - -	10,735 4 8	11,759 0 0	3½	- - -	66 18 0	201 10 4	12,027 8 4	- - -	- - -	6 0 0
2,122 0 7	891 15 2	3,406 5 0	- - -	10 10 0	423 12 2	72 5 0	204 16 11	638 0 0	94 11 2	536 4 6	- - -	560 0 0	236 11 9	- - -	9,196 12 3	17,410 2 0	2¾	9 4 0	429 5 0	46 5 11	17,894 16 11	- - -	- - -	- - -
9,083 10 9	1,969 16 0	6,744 17 10	- - -	39 14 4	1,264 19 8	113 2 0	817 6 0	1,288 18 5	548 12 11	2,797 7 1	634 0 9	9,902 3 9	815 16 10	- - -	36,020 6 4	110,002 13 6	2¾	1,355 15 10	3,456 13 2	675 19 10	115,491 2 4	478 0 0	150 0 0	15 10 10
4,658 6 7	1,339 4 4	2,004 18 5	- - -	118 13 2	534 9 8	89 16 3	295 0 0	792 10 0	1,285 6 5	2,908 4 8	463 9 5	2,819 14 8	493 11 4	- - -	17,803 4 11	84,562 16 5	3¼	149 12 6	3,449 19 4	543 9 7	88,705 17 10	- - -	- - -	3 0 0
3,723 2 3	1,099 1 8	1,161 1 5	- - -	20 13 0	319 18 11	119 14 9	267 12 0	735 10 0	24 5 5	1,254 12 0	777 14 6	823 0 0	272 19 1	- - -	10,599 5 0	59,402 7 11	2	20 0 0	717 10 0	129 13 8	60,269 11 7	11 8 4	- - -	29 3 0
9,725 5 2	4,189 0 10	3,042 1 8	69 16 0	28 9 3	887 11 1	45 4 10	692 3 0	1,098 10 1	343 6 8	3,965 13 11	1,116 8 6	6,923 13 1	684 13 11	730 0 0	33,541 18 0	140,281 0 11	3	248 19 9	2,204 6 1	665 5 10	143,399 12 7	1,586 13 4	215 2 9	64 6 1
12,516 7 9	621 6 4	2,178 14 7	- - -	72 16 4	1,281 6 4	87 5 0	793 0 0	1,470 15 0	210 17 1	12,615 11 0	842 2 11	15,380 13 0	1,002 3 0	30 0 0	49,102 18 4	343,179 19 5	3¾	1,279 14 4	59,580 1 1	76 2 1	404,115 16 11	126 0 0	27 10 0	4 4 0
3,339 5 8	1,369 10 9	1,026 1 7	- - -	49 5 9	689 11 1	40 2 0	631 9 2	692 4 3	188 18 6	2,410 19 5	1,537 18 6	3,236 8 1	364 16 5	- - -	15,576 11 2	102,066 16 9	3½	1,266 15 3	29,097 3 9	250 6 11	132,681 2 8	108 5 11	289 4 1	- - -
5,892 14 5	2,924 13 1	3,593 18 8	4 0 0	13 16 5	613 5 11	115 0 0	406 15 0	1,016 0 0	270 17 9	1,353 8 7	154 7 8	1,377 0 0	440 3 4	5 0 0	18,181 0 10	43,934 2 0	3¼	230 8 4	12,203 14 7	509 18 6	56,878 3 5	172 10 0	- - -	190 0 0
754 19 8	402 12 6	811 0 4	- - -	21 15 1	162 16 7	50 0 0	70 0 0	110 15 4	4 6 4	30 5 7	- - -	100 0 0	32 18 9	- - -	2,551 10 2	650 0 0	5	140 0 0	- - -	10 7 2	800 7 2	280 0 0	- - -	- - -
19,695 1 6	5,628 3 5	7,336 6 9	15 10 4	429 17 5	1,460 19 2	29 1 6	1,148 12 4	2,573 10 6	1,883 18 11	3,455 11 7	607 2 8	11,015 17 2	3,258 17 1	- - -	58,538 10 4	152,174 3 6	2½	778 14 7	5,352 14 8	336 19 0	158,642 11 9	639 8 2	76 16 5	- - -
7,701 4 7	1,593 6 10	5,160 15 8	- - -	6 0 0	1,114 4 11	57 14 11	907 15 0	1,212 12 9	352 19 2	1,650 5 3	1,409 16 9	1,931 10 6	1,018 8 9	20 0 0	24,136 15 1	69,994 18 0	2½	103 18 7	8,343 18 3	2,257 12 7	80,700 7 5	191 17 11	62 6 10	- - -
7,505 4 0	2,156 19 2	1,708 1 4	- - -	84 19 10	586 3 5	5 0 0	312 14 4	954 3 0	69 10 6	966 16 0	8 11 8	2,958 19 0	279 4 3	- - -	17,596 6 6	21,951 14 8	3¾	253 0 11	93 17 7	- - -	22,298 13 2	125 0 0	- - -	65 11 3
2,550 2 0	1,144 14 6	2,230 14 10	20 0 0	116 16 6	355 17 4	68 8 0	312 0 0	703 11 0	168 7 6	499 16 1	177 16 7	1,071 3 4	139 1 8	- - -	9,558 9 4	14,970 0 0	2½	485 0 0	377 10 0	- - -	15,832 10 0	- - -	- - -	- - -
1,898 1 10	717 16 8	766 16 3	43 1 10	114 10 1	294 2 2	61 6 0	177 10 0	415 0 0	62 18 6	409 11 6	- - -	762 0 0	252 18 10	- - -	5,975 13 8	10,539 19 5	3½	60 0 0	50 10 9	466 1 9	11,116 11 11	- - -	- - -	- - -
7,517 17 7	4,446 5 8	6,395 3 10	9 0 0	102 16 4	1,405 1 0	188 5 0	1,035 12 1	1,893 13 1	609 7 0	2,226 18 2	9 12 0	3,323 11 6	971 18 11	- - -	30,135 2 2	92,285 15 0	3¼	1,846 19 6	21,183 10 2	115 4 0	115,431 8 8	120 2 7	123 7 11	55 15 0
19,593 18 3	6,843 5 3	18,040 17 4	322 12 1	120 18 8	2,436 4 8	412 1 0	1,397 18 6	3,035 10 3	2,838 6 3	13,529 13 7	3,689 9 7	18,884 2 9	2,791 5 8	- - -	93,936 3 10	318,292 13 5	3	1,832 16 7	5,928 16 5	563 9 8	326,617 16 1	75 10 0	400 19 3	90 18 10
3,262 14 1	1,212 9 8	5,229 14 3	286 14 0	26 11 4																				

THE GENERAL STATEMENTS OF THE INCOME AND EXPENDITURE
OF THE SEVERAL TRUSTS

ARE ARRANGED IN THIRTY-EIGHT COLUMNS

UNDER THE FOLLOWING HEADS:

Col. 1.—NAMES OF TRUSTS : alphabetically arranged, in their respective Counties.

BALANCES:

- 2.—Balance in Treasurers' Hands, 1st January 1867.
 - 3.—Balance due to the Treasurers, 1st January 1867.
-

INCOME:

- 4.—Revenue received from Tolls.
 - 5.—Parish Composition in lieu of Statute Duty.
 - 6.—Estimated Value of Statute Duty performed.
 - 7.—Revenue from Fines.
 - 8.—Revenue from Incidental Receipts.
 - 9.—Amount of Money borrowed on the Security of the Toll.
 - 10.—TOTAL INCOME.
-

EXPENDITURE:

- 11.—Manual Labour.
 - 12.—Team Labour and Carriage of Materials.
 - 13.—Materials for Surface Repairs.
 - 14.—Land purchased.
 - 15.—Damage done in obtaining Materials.
 - 16.—Tradesmen's Bills.
 - 17.—Salaries of Treasurer.
 - 18.—Salaries of Clerk.
 - 19.—Salaries of Surveyor.
 - 20.—Law Charges.
 - 21.—Interest of Debt.
 - 22.—Improvements.
 - 23.—Debts paid off.
 - 24.—Incidental Expenses.
 - 25.—Estimated Value of Statute Duty performed.
 - 26.—TOTAL EXPENDITURE.
-

DEBTS:

- 27.—Bonded or Mortgage Debts.
 - 28.—Average Rate of Interest per Cent.
 - 29.—Floating Debts.
 - 30.—Unpaid Interest.
 - 31.—Balance due to Treasurers, 31st December 1867.
 - 32.—TOTAL DEBTS.
-

ARREARS OF INCOME:

- 33.—Arrears of Tolls for current Year.
 - 34.—Arrears of Parish Composition for current Year.
 - 35.—Arrears of other Receipts for current Year.
 - 36.—Arrears of former Years.
 - 37.—Balance in Treasurers' Hands, 31st December 1867.
 - 38.—TOTAL ASSETS.
-

AN ABSTRACT of the General Statements of INCOME and EXPENDITURE
of the several TURNPIKE TRUSTS in the different Counties in *England*
and *Wales* : viz.—

ENGLAND :

County of BEDFORD	-	-	11 Trusts	-	p. 6
— BERKS	-	-	14 Trusts	-	p. 6
— BUCKS	-	-	12 Trusts	-	p. 6
— CAMBRIDGE	-	-	13 Trusts	-	p. 10
— CHESTER	-	-	35 Trusts	-	p. 10
— CORNWALL	-	-	15 Trusts	-	p. 14
— CUMBERLAND	-	-	14 Trusts	-	p. 14
— DERBY	-	-	36 Trusts	-	p. 14
— DEVON	-	-	30 Trusts	-	p. 18
— DORSET	-	-	18 Trusts	-	p. 18
— DURHAM	-	-	17 Trusts	-	p. 22
— ESSEX	-	-	2 Trusts	-	p. 22
— GLOUCESTER	-	-	39 Trusts	-	p. 22
— HANTS	-	-	33 Trusts	-	p. 26
— HEREFORD	-	-	13 Trusts	-	p. 30
— HERTFORD	-	-	10 Trusts	-	p. 30
— HUNTINGDON	-	-	6 Trusts	-	p. 30
— KENT	-	-	43 Trusts	-	p. 34
— LANCASTER	-	-	55 Trusts	-	p. 34
— LEICESTER	-	-	18 Trusts	-	p. 38
— LINCOLN	-	-	24 Trusts	-	p. 42
— MIDDLESEX	-	-	4 Trusts	-	p. 42
— MONMOUTH	-	-	9 Trusts	-	p. 46
— NORFOLK	-	-	15 Trusts	-	p. 46
— NORTHAMPTON	-	-	26 Trusts	-	p. 46
— NORTHUMBERLAND	-	-	15 Trusts	-	p. 50
— NOTTINGHAM	-	-	21 Trusts	-	p. 50
— OXFORD	-	-	21 Trusts	-	p. 50
— RUTLAND	-	-	4 Trusts	-	p. 54
— SALOP	-	-	25 Trusts	-	p. 54
— SOMERSET	-	-	24 Trusts	-	p. 54
— STAFFORD	-	-	44 Trusts	-	p. 58
— SUFFOLK	-	-	9 Trusts	-	p. 62
— SURREY	-	-	15 Trusts	-	p. 62
— SUSSEX	-	-	42 Trusts	-	p. 62
— WARWICK	-	-	32 Trusts	-	p. 66
— WESTMORLAND	-	-	9 Trusts	-	p. 70
— WILTS	-	-	32 Trusts	-	p. 70
— WORCESTER	-	-	29 Trusts	-	p. 74
— YORK	-	-	119 Trusts	-	p. 74

WALES :

County of ANGLESEY	-	-	2 Trusts	-	p. 86
— CARNARVON	-	-	4 Trusts	-	p. 86
— DENBIGH	-	-	9 Trusts	-	p. 86
— FLINT	-	-	10 Trusts	-	p. 86
— MERIONETH	-	-	5 Trusts	-	p. 86
— MONTGOMERY	-	-	21 Trusts	-	p. 90
SOUTH WALES	-	-	6 Trusts	-	p. 90

ENGLAND.

1. NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1867.	Balance due to the Treasurers on 1st Jan. 1867.	4. Revenue received from 'Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF BEDFORD.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Barford - - - - -	471 18 5	- - -	525 0 0	- - -	- - -	- - -	- - -	- - -
2. Bedford and Kimbolton - -	315 9 2	- - -	282 0 0	- - -	- - -	- - -	- - -	- - -
3. Bedford and Luton - - -	186 8 9	- - -	484 0 0	- - -	- - -	- - -	0 2 0	- - -
4. Bedford and Newport Pagnell -	207 7 8	- - -	323 0 0	- - -	- - -	- - -	- - -	- - -
5. Bedford and Woburn - - -	210 2 7	- - -	376 0 0	- - -	- - -	- - -	0 4 0	- - -
6. Biggleswade to Alconbury Hill <i>a</i> -	343 1 8	- - -	644 0 0	- - -	- - -	- - -	<i>b</i> 265 5 0	- - -
7. Great Staughton to Lavendon -	128 4 2	- - -	620 0 0	- - -	- - -	- - -	1 5 6	- - -
8. Hitchin and Bedford - - -	106 16 8	- - -	525 4 1	- - -	- - -	- - -	- - -	- - -
9. Hockliffe and Woburn - - -	272 4 8	- - -	486 0 0	- - -	- - -	- - -	3 14 6	- - -
10. Luton District - - - - -	336 13 8	- - -	604 19 0	- - -	- - -	- - -	- - -	- - -
11. Puddlehill - - - - -	134 9 4	- - -	212 10 0	- - -	- - -	- - -	6 5 0	- - -
£	2,712 16 9	- - -	5,082 13 1	- - -	- - -	- - -	276 16 0	- - -
COUNTY OF BERKS.								
1. Besselsleigh to Hungerford - -	506 9 9	- - -	653 3 4	190 2 6	17 10 0	- - -	- - -	- - -
2. Chilton - - - - -	187 17 5	- - -	375 10 9	- - -	- - -	- - -	7 13 6	- - -
3. Fyfield - - - - -	- - -	36 14 0	134 3 11	67 5 8	- - -	- - -	6 11 6	- - -
4. Fyfield, St. John's Bridge, and Newbridge - - - - -	- - -	4 9 3	632 0 0	290 0 0	52 5 0	- - -	14 12 6	- - -
5. Harwell and Streatley - - -	105 16 6	- - -	123 8 4	- - -	100 0 0	- - -	- - -	- - -
6. Hincksey Road <i>a</i> - - - - -	211 1 3	- - -	277 11 6	- - -	- - -	- - -	<i>d</i> 98 10 0	- - -
7. Hurley - - - - -	3 11 7	- - -	93 13 8	- - -	- - -	- - -	- - -	- - -
8. Maidenhead - - - - -	92 11 7	- - -	682 8 8	- - -	- - -	- - -	6 10 0	- - -
9. Reading and Basingstoke - - -	25 9 6	- - -	898 3 10	- - -	- - -	- - -	10 10 6	- - -
10. Shillingford, Wallingford, and Reading - - - - -	203 14 2	- - -	901 13 4	- - -	- - -	- - -	- - -	- - -
11. Speenhamland, Districts of Reading and Marlborough - - - -	281 14 11	- - -	517 8 4	- - -	- - -	- - -	13 12 6	- - -
12. Twyford and Theale - - - -	367 19 1	- - -	1,072 1 8	- - -	- - -	- - -	7 18 8	- - -
13. Wallingford, Wantage, and Faring- don - - - - -	332 18 5	- - -	1,360 16 8	- - -	- - -	0 7 6	0 10 0	- - -
14. Windsor Forest - - - - -	378 15 7	- - -	561 13 4	- - -	24 0 0	- - -	- - -	- - -
£	2,697 19 9	41 3 3	8,283 17 4	547 8 2	193 15 0	0 7 6	166 9 2	- - -
COUNTY OF BUCKS.								
1. Aylesbury and Hockliffe - - -	15 14 3	- - -	580 0 0	- - -	- - -	- - -	4 0 0	- - -
2. Beaconsfield and Red Hill <i>a</i> - -	749 14 7	- - -	420 15 0	- - -	- - -	- - -	<i>b</i> 219 16 6	- - -
3. Beaconsfield and Stokenchurch <i>a</i> -	343 17 11	- - -	611 10 0	- - -	- - -	- - -	<i>b</i> 624 6 3	- - -
4. Bicester and Aylesbury - - -	352 3 5	- - -	732 0 0	206 0 0	- - -	0 8 0	9 0 0	- - -
5. Bromham and Olney - - - - -	160 13 10	- - -	433 3 3	- - -	- - -	- - -	- - -	- - -
6. Buckingham to Hanwell, Upper Division - - - - -	202 4 2	- - -	278 3 4	- - -	- - -	- - -	1 3 0	- - -
7. Buckingham and Newport Pagnell -	324 15 11	- - -	973 19 1	- - -	- - -	- - -	- - -	- - -
8. Buckingham and Towcester - - -	180 12 2	- - -	391 18 8	- - -	- - -	- - -	- - -	- - -
9. Colnbrook, Datchet, and Slough -	56 12 2	- - -	1,085 16 8	25 0 0	- - -	- - -	91 15 0	- - -
10. Holyhead Road, Hockliffe District <i>a</i>	8 18 5	- - -	210 0 3	151 4 5	- - -	- - -	<i>b</i> 127 12 6	- - -
11. Princes Risborough and Thame - -	169 6 5	- - -	552 0 0	- - -	- - -	0 2 9	- - -	- - -
12. Wendover and Buckingham - - -	492 10 10	- - -	1,102 0 0	- - -	- - -	- - -	20 2 0	- - -
£	3,057 4 1	- - -	7,371 6 3	382 4 5	- - -	0 10 9	1,097 15 3	- - -

a Local Act expired 1st November 1867.*c* Including 17*l.* 11*s.* 1*d.* balance paid over to parishes on the Trust ceasing.*b* Including proceeds of sale of Trust property.*f* Including 560*l.* balance divided among the parishes on the Trust ceasing.*k* Including contract work.*l* Including 78*l.* 11*s.* 4*d.* paid to the parishes on the Trust ceasing.*m* Paid to parishes.

ENGLAND.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			
							Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 525 0 0	139 14 0	41 12 2	48 2 4	- - -	2 2 0	19 17 4	- - -	20 0 0	42 0 0	
2. 282 0 0	101 11 11	28 0 10	38 5 2	- - -	- - -	14 4 11	5 0 0	12 12 0	25 0 0	
3. 484 2 0	135 9 4	84 6 0	178 0 8	- - -	- - -	11 6 6	- - -	20 0 0	50 0 0	
4. 323 0 0	62 16 0	42 13 6	121 11 10	- - -	- - -	8 14 4	5 5 0	20 0 0	30 0 0	
5. 376 4 0	73 3 11	75 8 4	95 13 4	- - -	- - -	14 11 7	- - -	20 0 0	40 0 0	
6. 909 5 0	c 577 5 7	202 12 9	218 3 6	- - -	54 12 1	33 12 3	20 0 0	25 0 0	- - -	
7. 621 5 6	231 2 9	30 0 10	159 14 10	- - -	4 7 9	33 12 5	7 0 0	15 0 0	26 0 0	
8. 525 4 1	182 19 7	103 19 1	41 10 6	- - -	20 17 7	18 4 2	5 5 0	32 0 0	80 0 0	
9. 489 14 6	173 11 1	54 9 4	130 19 10	- - -	- - -	23 14 2	- - -	20 0 0	40 0 0	
10. 604 19 0	- - -	- - -	- - -	- - -	- - -	9 15 0	- - -	10 0 0	- - -	
11. 218 15 0	35 6 0	12 11 4	79 9 6	- - -	- - -	80 16 5	- - -	20 0 0	20 0 0	
5,359 9 1	1,713 0 2	675 14 2	1,111 11 6	- - -	81 19 5	268 9 1	42 10 0	214 12 0	353 0 0	
1. 860 15 10	158 2 2	208 3 2	119 6 10	- - -	2 10 0	5 17 11	- - -	21 0 0	50 0 0	
2. 383 4 3	80 17 8	135 5 6	131 17 8	- - -	- - -	7 13 4	- - -	15 15 0	40 0 0	
3. 208 1 1	58 5 4	20 4 2	39 0 3	- - -	- - -	3 17 7	- - -	10 10 0	12 0 0	
4. 988 17 6	339 11 10	108 5 8	215 12 6	- - -	13 3 6	14 11 6	10 0 0	20 0 0	40 0 0	
5. 223 8 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	
6. 376 1 6	e 154 1 5	118 2 4	174 0 0	- - -	5 8 9	82 12 0	- - -	18 18 0	- - -	
7. 93 13 8	- - -	- - -	- - -	- - -	- - -	4 3 11	- - -	5 0 0	- - -	
8. 688 18 8	95 10 4	72 1 11	71 14 0	- - -	- - -	39 2 5	10 0 0	40 0 0	50 0 0	
9. 908 14 4	218 6 5	212 5 0	134 5 4	- - -	- - -	87 15 5	- - -	50 0 0	50 0 0	
10. 901 13 4	116 16 6	63 5 0	13 0 0	- - -	- - -	51 16 3	- - -	30 0 0	40 0 0	
11. 531 0 10	95 6 0	37 14 0	79 0 3	- - -	- - -	22 7 2	- - -	40 0 0	80 0 0	
12. 1,080 0 4	417 17 2	92 6 0	- - -	- - -	17 12 6	70 8 4	- - -	42 0 0	84 0 0	
13. 1,361 14 2	227 17 3	290 14 1	342 13 11	- - -	- - -	24 1 9	10 0 0	55 0 0	80 0 0	
14. 585 13 4	205 16 9	93 16 6	108 11 0	- - -	1 7 6	22 9 0	- - -	25 0 0	45 0 0	
9,191 17 2	2,168 8 10	1,452 3 4	1,429 1 9	- - -	40 2 3	436 16 7	80 0 0	383 3 0	581 0 0	
1. 584 0 0	184 1 10	26 10 0	238 3 11	- - -	- - -	8 9 0	15 15 0	25 0 0	40 0 0	
2. 640 11 6	f 748 4 8	6 6 6	77 18 4	- - -	- - -	55 9 11	- - -	g 63 0 0	g 60 0 0	
3. 1,235 16 3	h 761 8 5	9 12 1	37 0 3	- - -	- - -	112 4 1	- - -	23 2 0	127 10 0	
4. 947 8 0	i 230 12 2	- - -	311 19 0	- - -	- - -	27 8 7	15 0 0	19 0 0	31 0 0	
5. 433 3 3	172 16 2	70 19 9	39 5 4	- - -	5 10 6	6 10 9	5 0 0	10 0 0	35 0 0	
6. 279 6 4	99 6 2	40 7 4	80 3 11	- - -	11 0 5	9 18 7	10 0 0	10 10 0	30 0 0	
7. 973 19 1	249 13 11	70 19 6	200 0 5	- - -	15 2 1	46 13 3	5 0 0	25 0 0	45 0 0	
8. 391 18 8	k 191 16 3	62 3 10	32 2 3	- - -	3 7 8	24 12 5	- - -	15 0 0	- - -	
9. 1,202 11 8	407 4 4	257 9 9	336 4 3	- - -	- - -	191 5 4	- - -	40 0 0	60 0 0	
10. 458 17 2	l 170 0 1	38 1 5	64 14 11	- - -	- - -	13 19 0	g 10 0 0	g 40 0 0	g 60 0 0	
11. 552 2 9	m 398 11 5	- - -	- - -	- - -	- - -	12 19 3	10 0 0	10 0 0	15 0 0	
12. 1,122 2 0	203 14 4	94 8 7	370 7 1	- - -	- - -	55 19 7	17 0 0	17 0 0	60 0 0	
8,851 16 8	3,817 9 9	676 18 9	1,787 19 8	- - -	35 0 8	565 9 9	87 15 0	297 12 0	563 10 0	

(Continued on page 8.)

c Including 381l. 12s. 7d. distributed among the parishes on the Trust ceasing. d Proceeds of sale of Trust property.
g For two years. h Including 423l. 3s. 6d. balance paid over to the parishes on the Trust ceasing. i Including allowance to parishes.

ENGLAND.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF BEDFORD.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Barford - - - -	3 9 8	- - -	- - -	- - -	5 17 1	- - -	322 14 7
2. Bedford and Kimbolton - -	6 15 8	- - -	- - -	- - -	2 6 6	- - -	233 17 0
3. Bedford and Luton - - -	4 0 2	- - -	- - -	- - -	4 1 8	- - -	487 4 4
4. Bedford and Newport Pagnell -	3 7 8	- - -	- - -	- - -	4 2 0	- - -	298 10 4
5. Bedford and Woburn - - -	3 12 8	35 6 10	- - -	- - -	7 13 5	- - -	365 10 1
6. Biggleswade to Alconbury Hill -	25 16 6	- - -	- - -	- - -	α 95 4 0	- - -	1,252 6 8
7. Great Staughton to Lavendon -	10 10 2	57 2 2	- - -	- - -	12 15 6	- - -	587 6 5
8. Hitchin and Bedford - - -	- - -	- - -	- - -	33 15 0	3 2 4	- - -	521 13 3
9. Hockliffe and Woburn - - -	- - -	- - -	- - -	- - -	6 5 0	- - -	448 19 5
10. Luton District - - - -	5 8 0	270 10 6	- - -	- - -	1 15 6	- - -	297 9 0
11. Puddlehill - - - -	- - -	- - -	- - -	- - -	14 15 6	- - -	262 18 9
£	63 0 6	362 19 6	- - -	33 15 0	157 18 6	- - -	5,078 9 10
COUNTY OF BERKS.							
1. Besselsleigh to Hungerford - -	- - -	59 13 2	- - -	500 0 0	3 7 3	17 10 0	1,145 10 6
2. Chilton - - - -	6 11 4	3 18 8	63 0 0	100 0 0	1 11 11	- - -	586 11 1
3. Fyfield - - - -	7 14 4	23 12 0	- - -	- - -	0 18 0	- - -	176 1 8
4. Fyfield, St. John's Bridge, and Newbridge - - - -	- - -	152 3 1	- - -	- - -	19 13 8	52 5 0	985 6 9
5. Harwell and Streatley - - -	56 2 8	45 0 0	- - -	- - -	1 0 0	100 0 0	222 2 8
6. Hincksey Road - - - -	10 0 0	- - -	- - -	- - -	24 0 3	- - -	587 2 9
7. Hurley - - - -	- - -	51 15 8	- - -	- - -	0 13 0	- - -	61 12 7
8. Maidenhead - - - -	5 0 0	80 5 1	- - -	- - -	50 1 1	- - -	513 14 10
9. Reading and Basingstoke - - -	- - -	9 16 8	229 2 10	- - -	47 6 5	- - -	1,038 18 1
10. Shillingford, Wallingford, and Reading - - - -	- - -	107 10 9	- - -	400 0 0	31 8 0	- - -	853 16 6
11. Speenhamland, Districts of Reading and Marlborough - - - -	24 17 10	57 9 9	- - -	ε 155 0 0	25 16 6	- - -	617 11 6
12. Twyford and Theale - - - -	16 8 9	27 10 8	- - -	- - -	£ 171 13 11	- - -	939 17 4
13. Wallingford, Wantage, and Faring- don - - - -	- - -	158 7 6	- - -	g 313 5 0	24 1 10	- - -	1,526 1 4
14. Windsor Forest - - - -	5 10 8	24 19 2	- - -	250 0 0	22 16 0	24 0 0	829 6 7
£	132 5 7	802 2 2	292 2 10	1,718 5 0	424 7 10	193 15 0	10,083 14 2
COUNTY OF BUCKS.							
1. Aylesbury and Hockliffe - - -	- - -	5 0 0	- - -	100 0 0	13 6 8	- - -	656 6 5
2. Beaconsfield and Red Hill - -	105 2 5	- - -	- - -	- - -	h 274 4 3	- - -	1,390 6 1
3. Beaconsfield and Stokenchurch -	58 13 0	23 3 8	- - -	200 0 0	i 227 0 8	- - -	1,579 14 2
4. Bicester and Aylesbury - - -	2 2 0	96 5 0	- - -	k 202 10 0	10 7 0	- - -	946 3 9
5. Bromham and Olney - - - -	6 1 0	68 18 0	- - -	- - -	47 4 4	- - -	465 5 10
6. Buckingham to Hanwell, Upper Division - - - -	16 11 0	10 15 7	- - -	150 0 0	5 3 0	- - -	473 16 0
7. Buckingham and Newport Pagnell -	- - -	152 0 10	- - -	l 267 0 0	20 2 6	- - -	1,096 12 6
8. Buckingham and Towcester - -	3 6 8	- - -	- - -	n 50 0 0	8 0 0	- - -	390 9 1
9. Colnbrook, Datchet, and Slough -	- - -	- - -	- - -	- - -	111 18 4	- - -	1,404 2 0
10. Holyhead Road, Hockliffe District -	30 10 8	2 6 3	- - -	50 0 0	18 3 3	- - -	497 15 7
11. Princes Risborough and Thame -	9 19 6	14 12 0	- - -	50 0 0	17 8 0	- - -	538 10 2
12. Wendover and Buckingham - -	14 6 2	101 14 10	- - -	g 348 13 0	12 19 6	- - -	1,296 3 1
£	246 12 5	472 16 2	- - -	1,418 3 0	765 17 6	- - -	10,735 4 8

α Including 63*l.* 6*s.* 4*d.* invested in consols as compensation for an annual rent of a piece of land.f Including 136*l.* 9*s.* 3*d.* for watering.g For debts of 350*l.*

b Increased without explanation.

h Including 212*l.* 12*s.* 7*d.* loss by bankruptcy of late treasurer.

ENGLAND.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of In- terest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com- position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 183 7 8	5	75 10 9	213 6 0	- - -	472 4 5	- - -	- - -	- - -	- - -	674 3 10	674 3 10
2. 2,456 13 4	$\frac{1}{2}$	- - -	103 0 9	- - -	2,559 14 1	- - -	- - -	- - -	- - -	363 12 2	363 12 2
3. - - -	-	137 7 10	- - -	- - -	137 7 10	- - -	- - -	- - -	- - -	183 6 5	183 6 5
4. - - -	-	121 3 3	- - -	- - -	121 3 3	- - -	- - -	- - -	- - -	231 17 4	231 17 4
5. 830 0 0	4	116 17 8	- - -	- - -	946 17 8	- - -	- - -	- - -	- - -	220 16 6	220 16 6
6. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
7. 1,888 0 0	3	- - -	- - -	- - -	1,888 0 0	10 0 0	- - -	- - -	- - -	162 3 3	172 3 3
8. - - -	-	136 0 0	- - -	- - -	136 0 0	- - -	- - -	- - -	- - -	110 7 6	110 7 6
9. 800 0 0	4	- - -	80 0 0	- - -	880 0 0	- - -	- - -	- - -	- - -	312 19 9	312 19 9
10. 5,630 10 0	3	- - -	6358 19 3	- - -	5,989 9 3	- - -	- - -	- - -	- - -	644 3 8	644 3 8
11. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	90 5 7	90 5 7
11,788 11 0	- -	586 19 6	755 6 0	- - -	13,130 16 6	10 0 0	- - -	- - -	- - -	2,993 16 0	3,003 16 0
1. 1,750 0 0	$3\frac{1}{4}$	- - -	- - -	- - -	1,750 0 0	- - -	- - -	- - -	- - -	221 15 1	221 15 1
2. 800 0 0	3	- - -	- - -	15 9 5	15 9 5	- - -	39 6 6	- - -	- - -	- - -	39 6 6
3. - - -	-	- - -	- - -	4 14 7	804 14 7	- - -	- - -	- - -	- - -	- - -	- - -
4. 4,080 0 0	5	22 3 10	1,918 9 0	0 18 6	6,021 11 4	- - -	- - -	- - -	- - -	- - -	- - -
5. 2,900 0 0	<i>c</i> 1d.	- - -	- - -	- - -	2,900 0 0	- - -	- - -	- - -	- - -	107 2 2	107 2 2
6. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
7. 5,034 0 0	1	- - -	- - -	- - -	5,034 0 0	- - -	- - -	- - -	- - -	35 12 8	35 12 8
8. 1,700 0 0	5	- - -	- - -	- - -	1,700 0 0	- - -	- - -	- - -	- - -	267 15 5	267 15 5
9. 200 0 0	5	- - -	- - -	104 14 3	304 14 3	- - -	- - -	- - -	- - -	- - -	- - -
10. 1,766 13 4	4	205 3 4	59 7 11	- - -	2,031 4 7	222 10 0	- - -	15 0 0	- - -	251 11 0	489 1 0
11. 1,700 0 0	$3\frac{1}{4}$	- - -	- - -	- - -	1,700 0 0	39 13 4	- - -	4 15 6	- - -	195 4 3	239 13 1
12. 700 0 0	4	- - -	3 16 8	- - -	703 16 8	- - -	- - -	- - -	- - -	508 2 1	508 2 1
13. 3,110 0 0	5	29 2 11	- - -	- - -	3,139 2 11	- - -	- - -	- - -	- - -	168 11 3	168 11 3
14. 400 0 0	4	- - -	- - -	- - -	400 0 0	- - -	- - -	- - -	- - -	135 2 4	135 2 4
24,140 13 4	- -	256 10 1	1,981 13 7	125 16 9	26,504 13 9	262 3 4	39 6 6	19 15 6	- - -	1,890 16 3	2,212 1 7
1. - - -	-	- - -	- - -	56 12 2	56 12 2	- - -	- - -	- - -	- - -	- - -	- - -
2. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
3. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
4. 2,424 0 0	$3\frac{1}{2}$	- - -	- - -	- - -	2,424 0 0	- - -	- - -	- - -	65 3 3	353 7 8	418 10 11
5. 2,230 0 0	3	- - -	66 18 0	- - -	2,296 18 0	- - -	- - -	- - -	- - -	128 11 3	128 11 3
6. 150 0 0	4	- - -	- - -	- - -	150 0 0	- - -	- - -	6 0 0	7 18 0	7 14 6	21 12 6
7. <i>m</i> 3,000 0 0	5	- - -	- - -	- - -	3,000 0 0	- - -	- - -	- - -	- - -	202 2 6	202 2 6
8. 1,340 0 0	None	- - -	- - -	- - -	1,340 0 0	- - -	- - -	- - -	- - -	182 1 9	182 1 9
9. - - -	-	- - -	- - -	144 18 2	144 18 2	- - -	- - -	- - -	- - -	- - -	- - -
10. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
11. 315 0 0	4	- - -	- - -	- - -	315 0 0	- - -	- - -	- - -	- - -	182 19 0	182 19 0
12. 2,300 0 0	4	- - -	- - -	- - -	2,300 0 0	- - -	- - -	- - -	46 13 4	318 9 9	365 3 1
11,759 0 0	- -	- - -	66 18 0	201 10 4	12,027 8 4	- - -	- - -	6 0 0	119 14 7	1,375 6 5	1,501 1 0

c Interest reduced and arrears extinguished by Provisional Order.
i Including 215*l.* gratuities.

k For debts of 326*l.*

l For debts of 300*l.*

d Including 600*l.* at 4 per cent.
m Including 400*l.* at 4 per cent.

e For debts of 200*l.*
n For debts of 100*l.*

1. NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1867.	Balance due to the Treasurers on 1st Jan. 1867.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF CAMBRIDGE.								
1. Arrington - - -	390 13 11	- - -	543 0 0	- - -	- - -	- - -	- - -	- - -
2. Cambridge and Ely ("The South District") - - -	535 3 0	- - -	1,522 9 4	- - -	- - -	- - -	- - -	- - -
3. Chatteris, Wisbech, Tyd Gote, and Downham - - -	437 1 6	- - -	2,283 0 0	- - -	- - -	- - -	36 13 0	- - -
4. Hauxton and Dunsbridge - - -	94 17 8	- - -	610 0 0	- - -	- - -	- - -	5 15 0	- - -
5. Littleport to Welney ("The North-west District") - - -	91 12 5	- - -	112 0 0	- - -	- - -	- - -	10 0 0	- - -
6. Newmarket Heath - - -	234 15 4	- - -	135 5 3	- - -	- - -	- - -	- - -	- - -
7. Paper Mills - - -	- - -	80 2 2	646 13 4	- - -	- - -	- - -	4 12 0	- - -
8. Red Cross - - -	281 10 10	- - -	340 6 11	- - -	- - -	- - -	- - -	- - -
9. Royston to Wandesford Bridge, South District - - -	153 9 10	- - -	630 0 0	- - -	- - -	0 4 0	- - -	- - -
10. St. Neots to Cambridge - - -	300 18 7	- - -	502 0 0	144 14 0	- - -	- - -	6 137 15 4	- - -
11. Stump Cross - - -	20 8 8	- - -	322 0 0	- - -	- - -	0 2 0	- - -	- - -
12. Wimpole and Pottou - - -	58 12 6	- - -	235 0 0	- - -	- - -	- - -	- - -	- - -
13. Wisbech and Thorney - - -	139 12 8	- - -	390 0 0	- - -	- - -	- - -	- - -	- - -
£	2,738 16 11	80 2 2	8,271 14 10	144 14 0	- - -	0 6 0	194 15 4	- - -
COUNTY OF CHESTER.								
1. Acton Bridge and Hartford Green - - -	220 5 10	- - -	720 0 0	- - -	- - -	1 0 0	- - -	- - -
2. Ashton and Frodsham - - -	105 6 1	- - -	116 0 0	- - -	- - -	- - -	- - -	- - -
3. Chelford and Holmes Chapel - - -	0 5 6	- - -	75 0 0	- - -	- - -	- - -	- - -	- - -
4. Chester, Farndon, and Worthenbury - - -	- - -	64 0 6	450 0 0	- - -	- - -	- - -	- - -	- - -
5. Chester and Frodsham - - -	232 4 10	- - -	505 0 0	- - -	- - -	- - -	- - -	- - -
6. Chester, Neston, and Woodside Ferry - - -	94 9 3	- - -	1,900 0 0	- - -	- - -	0 2 6	22 11 4	- - -
7. Chester and Tarvin - - -	622 16 7	- - -	785 0 0	- - -	- - -	- - -	- - -	- - -
8. Chester and Whitechurch - - -	487 6 4	- - -	1,220 0 0	- - -	- - -	- - -	- - -	- - -
9. Chester and Wrexham - - -	444 12 8	- - -	730 0 0	- - -	- - -	- - -	2 0 6	- - -
10. Congleton and Buxton - - -	2 19 7	- - -	164 3 6	- - -	- - -	- - -	2 10 6	- - -
11. Cranage and Warrington, and Macclesfield and Nether Tabley (united) - - -	138 6 2	- - -	1,700 0 0	- - -	- - -	4 1 0	71 18 2	- - -
12. Frodsham and Wilderspool - - -	583 15 10	- - -	842 0 0	7 10 0	- - -	- - -	11 3 7	- - -
13. Hinderton and Birkenhead - - -	99 0 9	- - -	850 0 0	50 0 0	- - -	- - -	3 17 3	- - -
14. Macclesfield and Buxton - - -	361 16 11	- - -	262 13 11	- - -	- - -	- - -	6 16 11	- - -
15. Macclesfield and Chapel-en-le-Frith - - -	33 4 4	- - -	204 0 8	- - -	- - -	- - -	- - -	- - -
16. Macclesfield and Congleton - - -	359 16 4	- - -	424 0 1	- - -	- - -	- - -	19 10 0	- - -
17. Macclesfield District of the Sandon - - -	47 9 0	- - -	863 18 5	- - -	- - -	1 0 6	14 3 6	- - -
18. Manchester and Buxton - - -	846 7 8	- - -	6,696 0 0	- - -	- - -	- - -	91 8 4	- - -
19. Manchester, Hyde, and Mottram - - -	1,882 19 8	- - -	2,915 3 6	995 0 0	- - -	- - -	69 10 0	- - -
20. Manchester and Wilmslow - - -	672 17 9	- - -	3,158 14 7	- - -	- - -	- - -	618 12 0	- - -
21. Nantwich and Congleton - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
22. Middlewich to Congleton g - - -	44 7 9	- - -	h - - -	- - -	- - -	- - -	- - -	- - -
23. Middlewich to Nantwich - - -	22 3 3	- - -	290 6 0	- - -	- - -	- - -	15 0 0	- - -
24. Nantwich and Wheelock, and Branch - - -	14 16 7	- - -	652 2 4	- - -	- - -	- - -	150 0 0	- - -
25. Nantwich and Woore - - -	- - -	70 7 6	307 19 10	- - -	- - -	- - -	0 14 3	- - -
26. Sandbach and Congleton - - -	- - -	- - -	200 10 0	- - -	- - -	- - -	- - -	- - -
27. Span Smithy, Booth Lane, and Winsford - - -	10 12 3	- - -	400 0 0	- - -	- - -	- - -	32 11 4	- - -
28. Span Smithy and Linley Lane - - -	53 5 5	- - -	436 18 4	- - -	- - -	- - -	14 12 5	- - -
29. Stayley - - -	693 7 8	- - -	326 11 10	- - -	- - -	- - -	- - -	- - -
30. Stockport and Ashton - - -	295 12 11	- - -	2,650 0 0	- - -	- - -	5 14 3	108 1 0	- - -
31. Stockport and Marple - - -	154 3 8	- - -	466 9 9	- - -	- - -	- - -	4 14 6	- - -
32. Stockport and Warrington, and Washway (united) - - -	- - -	142 3 2	2,584 13 4	- - -	- - -	- - -	94 11 0	- - -
33. Tarporley and Whitechurch - - -	24 17 2	- - -	498 0 0	- - -	- - -	- - -	- - -	- - -
34. Thornset - - -	1 13 1	- - -	615 0 0	- - -	- - -	- - -	- - -	- - -
35. Wilmslow and Lawton - - -	868 19 10	- - -	800 0 0	- - -	- - -	0 10 3	- - -	- - -
36. Woodside and Hoylake - - -	- - -	537 18 5	346 0 0	- - -	- - -	- - -	14 5 9	- - -
£	8,920 0 8	814 9 7	35,156 0 1	1,052 10 0	- - -	12 8 6	1,368 12 4	- - -

a For ½ year.

b From Middle Division.

c For two years.

g Local Act expired 1st November 1867.

h No tolls collected since July 1866.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
543 0 0	171 10 6	- - -	433 19 4	- - -	- - -	- - -	- - -	20 0 0	50 0 0
1,559 2 4	515 3 4	365 11 5	537 7 4	- - -	- - -	50 9 6	- - -	20 0 0	100 0 0
2,288 15 0	392 0 5	120 5 2	1,087 16 10	- - -	- - -	177 8 3	31 10 0	21 0 0	150 0 0
620 0 0	234 18 0	- - -	308 13 6	- - -	10 0 0	20 0 3	- - -	- - -	25 0 0
112 0 0	- - -	- - -	- - -	- - -	- - -	28 17 11	- - -	5 0 0	10 0 0
139 17 3	55 18 2	20 12 0	- - -	- - -	- - -	17 13 4	- - -	- - -	30 0 0
646 13 4	158 15 10	106 12 8	168 5 10	- - -	0 10 0	32 3 10	15 15 0	26 5 0	63 0 0
340 10 11	143 7 10	- - -	111 10 5	- - -	- - -	8 4 7	- - -	- - -	40 0 0
767 15 4	123 9 0	49 9 8	395 18 4	- - -	- - -	10 7 2	- - -	47 11 11	40 0 0
646 14 0	134 6 6	149 17 3	191 0 1	- - -	- - -	17 4 10	10 0 0	40 0 0	50 0 0
322 2 0	151 13 0	- - -	115 15 10	- - -	- - -	16 4 2	- - -	- - -	60 0 0
235 0 0	40 18 0	79 7 0	55 17 6	- - -	- - -	25 5 7	- - -	10 0 0	20 0 0
390 0 0	- - -	- - -	- - -	- - -	- - -	19 12 9	15 0 0	15 0 0	- - -
8,611 10 2	2,122 0 7	891 15 2	3,406 5 0	- - -	10 10 0	423 12 2	72 5 0	204 16 11	638 0 0
721 0 0	213 5 5	14 5 7	111 13 11	- - -	- - -	22 17 11	10 0 0	5 5 0	52 10 0
116 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	7 10 0	5 0 0
75 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1 1 0	- - -
450 0 0	58 7 0	45 0 9	44 6 7	- - -	0 17 9	28 2 10	- - -	15 0 0	20 0 0
505 0 0	110 8 8	- - -	118 4 9	- - -	- - -	4 1 7	- - -	20 0 0	10 0 0
1,922 13 10	664 8 0	61 11 6	557 5 0	- - -	- - -	33 1 5	- - -	60 0 0	60 0 0
785 0 0	261 10 10	- - -	430 4 4	- - -	- - -	20 8 1	- - -	21 0 0	35 0 0
1,220 0 0	228 4 11	- - -	275 1 7	- - -	- - -	3 11 2	- - -	30 0 0	40 0 0
732 0 6	160 1 7	- - -	98 17 1	- - -	10 16 9	23 11 8	- - -	50 0 0	40 0 0
166 14 0	- - -	- - -	- - -	- - -	- - -	0 1 0	- - -	15 0 0	15 0 0
1,775 19 2	522 5 4	327 5 0	563 14 10	- - -	- - -	123 9 7	20 0 0	36 0 0	140 0 0
860 13 7	137 7 8	29 1 1	154 0 7	- - -	- - -	13 1 5	5 0 0	15 0 0	- - -
903 17 3	316 4 11	27 3 7	293 0 10	- - -	- - -	13 16 2	- - -	20 0 0	35 0 0
269 10 10	- - -	- - -	20 0 0	- - -	- - -	7 0 6	- - -	15 0 0	15 0 0
204 0 8	- - -	- - -	- - -	- - -	- - -	4 8 6	- - -	10 0 0	15 0 0
443 10 1	189 1 11	86 18 8	18 4 9	- - -	- - -	29 14 2	- - -	10 10 0	30 0 0
879 2 5	139 19 4	186 3 0	196 14 2	- - -	- - -	45 19 2	- - -	20 0 0	60 0 0
6,787 8 4	2,258 9 10	- - -	- - -	- - -	- - -	110 4 10	- - -	200 0 0	100 0 0
3,979 13 6	530 11 5	179 8 0	611 14 10	- - -	- - -	69 16 7	- - -	40 0 0	104 0 0
3,777 6 7	701 4 8	276 10 3	908 2 11	- - -	11 18 4	455 6 8	- - -	45 0 0	114 0 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
305 0 0	81 17 3	28 4 0	130 14 0	- - -	- - -	2 6 8	2 2 0	5 0 0	25 0 0
802 2 4	165 11 7	102 15 3	349 12 7	- - -	- - -	13 10 2	- - -	- - -	32 12 1
308 14 1	102 13 9	30 1 7	38 11 0	- - -	- - -	37 18 5	- - -	10 0 0	35 16 4
200 10 0	- - -	- - -	- - -	- - -	- - -	0 12 0	- - -	- - -	- - -
432 11 4	160 4 5	28 13 4	187 17 7	- - -	- - -	7 11 4	5 0 0	10 0 0	30 0 0
451 10 9	138 3 7	28 7 6	140 13 9	- - -	- - -	17 5 4	5 0 0	20 0 0	20 0 0
326 11 10	- - -	- - -	- - -	- - -	- - -	46 11 4	6 0 0	- - -	- - -
2,763 15 3	894 1 1	184 14 10	439 18 9	- - -	16 1 6	30 0 5	- - -	25 0 0	110 0 0
471 4 3	- - -	- - -	- - -	- - -	- - -	8 7 2	5 0 0	21 0 0	- - -
2,679 4 4	650 6 10	191 12 6	682 4 11	- - -	- - -	68 12 3	20 0 0	20 0 0	80 0 0
498 0 0	60 13 0	8 6 0	42 2 4	- - -	- - -	3 17 2	15 0 0	10 0 0	15 0 0
615 0 0	100 0 0	- - -	- - -	- - -	- - -	2 18 3	10 0 0	10 0 0	10 0 0
800 10 3	169 1 6	9 11 3	207 14 5	- - -	- - -	15 7 3	10 0 0	30 0 0	40 0 0
360 5 9	69 6 3	124 2 4	124 2 4	- - -	- - -	1 8 8	- - -	10 0 0	- - -
37,589 10 11	9,083 10 9	1,969 16 0	6,744 17 10	- - -	39 14 4	1,264 19 8	113 2 0	817 6 0	1,288 18 5

d Including team labour.

e Including 50*l.* expended in Tranmere parish.

f Contract work.

i From railway company for damage to road.

k Paid to townships.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF CAMBRIDGE.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Arrington - - -	13 8 4	- - -	- - -	- - -	5 17 0	- - -	694 15 2
2. Cambridge and Ely ("The South District") - - -	8 8 2	- - -	- - -	- - -	91 14 5	- - -	1,688 14 2
3. Chatteris, Wisbech, Tyd Gote, and Downham - - -	1 5 0	204 6 6	- - -	400 0 0	44 5 9	- - -	2,629 17 11
4. Hauxton and Dunstbridge - - -	- - -	- - -	- - -	- - -	2 7 8	- - -	600 19 5
5. Littleport to Welney ("The North- west District") - - -	- - -	- - -	- - -	- - -	7 3 0	- - -	51 0 11
6. Newmarket Heath - - -	19 15 6	- - -	- - -	- - -	20 4 6	- - -	164 3 6
7. Paper Mills - - -	12 18 8	- - -	- - -	- - -	14 6 11	- - -	598 13 9
8. Red Cross - - -	9 3 8	40 0 0	- - -	- - -	3 0 0	- - -	355 6 6
9. Royston to Wandesford Bridge, South District - - -	- - -	82 9 4	- - -	a 60 0 0	14 4 0	- - -	823 9 5
10. St. Neots to Cambridge - - -	b 18 0 10	68 9 6	- - -	- - -	6 4 6	- - -	685 3 6
11. Stump Cross - - -	10 11 0	- - -	- - -	- - -	2 10 0	- - -	356 14 0
12. Wimpole and Potton - - -	- - -	- - -	- - -	- - -	16 1 6	- - -	247 9 7
13. Wisbech and Thorney - - -	1 0 0	140 19 2	- - -	100 0 0	8 12 6	- - -	300 4 5
£	94 11 2	536 4 6	- - -	560 0 0	236 11 9	- - -	9,196 12 3
COUNTY OF CHESTER.							
1. Acton Bridge and Hartford Green - - -	9 4 6	42 5 2	- - -	- - -	11 6 8	- - -	492 14 2
2. Ashton and Frodsham - - -	0 12 6	20 3 5	- - -	- - -	0 0 7	- - -	33 6 6
3. Chelford and Holmes Chapel - - -	- - -	- - -	- - -	69 8 6	4 16 0	- - -	75 5 6
4. Chester, Farndon, and Worthen- bury - - -	3 12 8	220 10 2	- - -	- - -	20 19 4	- - -	456 17 1
5. Chester and Frodsham - - -	12 14 1	98 17 9	- - -	- - -	2 12 0	- - -	376 18 10
6. Chester, Neston, and Woodside Ferry - - -	19 5 10	19 12 11	389 9 10	- - -	37 19 4	- - -	1,902 13 10
7. Chester and Tarvin - - -	11 10 7	10 8 9	- - -	100 0 0	4 9 4	- - -	894 11 11
8. Chester and Whitechurch - - -	17 10 0	87 16 8	- - -	370 6 3	27 15 0	- - -	1,080 5 7
9. Chester and Wrexham - - -	15 9 1	136 16 1	- - -	d 445 0 0	2 5 0	- - -	982 17 3
10. Congleton and Buxton - - -	20 5 0	- - -	- - -	- - -	5 5 11	- - -	55 11 11
11. Cranage and Warrington, and Macclesfield and Nether Tabley (united) - - -	4 2 6	208 3 5	- - -	- - -	16 6 6	- - -	1,961 7 2
12. Frodsham and Wilderspool - - -	20 3 9	43 16 0	- - -	- - -	6 10 4	- - -	424 0 10
13. Hinderton and Birkenhead - - -	31 7 6	76 16 6	52 10 5	- - -	35 15 5	- - -	901 15 4
14. Macclesfield and Buxton - - -	7 2 8	56 13 7	- - -	- - -	2 11 3	- - -	123 8 0
15. Macclesfield and Chapel-en-le- Frith - - -	72 11 6	- - -	- - -	- - -	4 9 1	- - -	106 9 1
16. Macclesfield and Congleton - - -	0 10 0	13 18 6	- - -	- - -	0 0 3	- - -	378 18 3
17. Macclesfield District of the Sandon - - -	16 8 5	13 16 0	- - -	- - -	3 2 10	- - -	682 2 11
18. Manchester and Buxton - - -	1 14 1	417 5 0	- - -	e 3,572 10 0	284 16 1	- - -	6,944 19 10
19. Manchester, Hyde, and Mottram - - -	16 3 10	209 14 11	- - -	f 2,180 15 5	31 14 7	- - -	3,973 19 7
20. Manchester and Wilmslow - - -	65 12 2	275 6 8	- - -	377 18 7	87 6 0	- - -	3,318 6 3
Nantwich and Congleton:							
21. Middlewich to Congleton - - -	- - -	30 10 0	- - -	- - -	3 17 9	- - -	44 7 9
22. Middlewich to Nantwich - - -	5 13 0	12 10 9	- - -	- - -	0 7 6	- - -	293 15 2
23. Nantwich and Wheelock, and Branch - - -	12 13 2	19 11 11	- - -	99 14 11	6 0 8	- - -	802 2 4
24. Nantwich and Woore - - -	- - -	- - -	- - -	- - -	12 4 8	- - -	267 5 9
25. Sandbach and Congleton - - -	5 17 6	109 15 2	- - -	83 0 0	1 5 4	- - -	200 10 0
26. Span Smithy, Booth Lane, and Winsford - - -	7 7 0	3 10 10	- - -	4 0 0	1 10 4	- - -	445 14 10
27. Span Smithy and Linley Lane - - -	- - -	16 4 6	- - -	- - -	16 17 11	- - -	402 12 7
28. Stayley - - -	16 2 7	37 9 6	- - -	g 421 8 0	7 3 10	- - -	534 15 3
29. Stockport and Ashton - - -	35 5 4	170 12 6	- - -	h 985 0 0	47 1 6	- - -	2,937 15 11
30. Stockport and Marple - - -	- - -	53 9 2	- - -	i 302 6 0	7 5 9	- - -	397 8 1
31. Stockport and Warrington, and Washway (united) - - -	107 0 0	- - -	192 0 6	- - -	75 8 10	- - -	2,087 5 10
32. Tarporley and Whitechurch - - -	- - -	59 16 3	- - -	175 0 0	11 1 3	- - -	400 16 0
33. Thornset - - -	4 16 6	216 2 0	- - -	k 224 10 0	7 6 6	- - -	585 13 3
34. Wilmslow and Lawton - - -	- - -	112 13 0	- - -	l 491 6 1	m 19 2 11	- - -	1,104 16 5
35. Woodside and Hoylake - - -	7 17 2	3 0 0	- - -	- - -	9 0 7	- - -	348 17 4
£	548 12 11	2,797 7 1	634 0 9	9,902 3 9	815 16 10	- - -	36,020 6 4

a For debts of 200l. b For two years. c Including 2,000l. on which the interest has been relinquished.
g For debts of 426l. 8s. h For debts of 1,000l. i For debts of 365l. 7s. 6d.

(Continued from page 11.)

	DEBTS.						ARREARS OF INCOME.					
	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
	Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com-position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	238 18 9	238 18 9
2.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	405 11 2	405 11 2
3.	3,800 0 0	5	- - -	355 0 0	- - -	4,155 0 0	- - -	- - -	- - -	- - -	95 18 7	95 18 7
4.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	113 18 3	113 18 3
5.	1,037 10 0	None	- - -	- - -	- - -	1,037 10 0	- - -	- - -	- - -	- - -	152 11 6	152 11 6
6.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	210 9 1	210 9 1
7.	- - -	- - -	- - -	- - -	32 2 7	32 2 7	- - -	- - -	- - -	- - -	- - -	- - -
8.	1,000 0 0	4	- - -	- - -	- - -	1,000 0 0	- - -	- - -	- - -	- - -	266 15 3	266 15 3
9.	1,600 0 0	2½	- - -	12 10 0	- - -	1,612 10 0	- - -	- - -	- - -	- - -	97 15 9	97 15 9
10.	2,322 12 0	3	9 4 0	- - -	- - -	2,331 16 0	- - -	- - -	- - -	- - -	262 9 1	262 9 1
11.	- - -	- - -	- - -	- - -	14 3 4	14 3 4	- - -	- - -	- - -	- - -	- - -	- - -
12.	3,150 0 0	None	- - -	- - -	- - -	3,150 0 0	- - -	- - -	- - -	- - -	46 2 11	46 2 11
13.	4,500 0 0	3½	- - -	61 15 0	- - -	4,561 15 0	- - -	- - -	- - -	- - -	229 8 3	229 8 3
	17,410 2 0	- -	9 4 0	429 5 0	46 5 11	17,894 16 11	- - -	- - -	- - -	- - -	2,119 18 7	2,119 18 7
1.	1,432 16 0	3	- - -	- - -	- - -	1,432 16 0	- - -	- - -	- - -	- - -	448 11 8	448 11 8
2.	920 0 0	3	- - -	9 18 0	- - -	929 18 0	- - -	- - -	- - -	- - -	187 19 7	187 19 7
3.	894 4 4	None	- - -	- - -	- - -	894 4 4	- - -	- - -	- - -	- - -	- - -	- - -
4.	7,600 0 0	4 & 4½	28 8 9	885 0 4	70 17 7	8,584 6 8	- - -	- - -	- - -	- - -	- - -	- - -
5.	4,100 0 0	3	- - -	147 7 5	- - -	4,247 7 5	- - -	- - -	- - -	24 0 0	360 6 0	384 6 0
6.	400 0 0	5	- - -	5 6 0	- - -	405 6 0	- - -	- - -	- - -	- - -	114 9 3	114 9 3
7.	100 0 0	5	- - -	- - -	- - -	100 0 0	- - -	- - -	- - -	- - -	513 4 8	513 4 8
8.	3,110 13 9	4	- - -	46 10 11	- - -	3,157 4 8	- - -	- - -	- - -	- - -	627 0 9	627 0 9
9.	3,350 0 0	4	- - -	44 0 0	- - -	3,394 0 0	- - -	- - -	- - -	67 10 0	193 15 11	261 5 11
10.	4,225 10 0	None	- - -	106 8 8	- - -	4,331 18 8	- - -	- - -	- - -	98 19 9	114 1 8	213 1 5
11.	4,655 0 0	4	- - -	14 12 0	47 1 10	4,716 13 10	- - -	- - -	- - -	- - -	1,020 8 7	1,020 8 7
12.	900 0 0	4	- - -	25 6 4	- - -	925 6 4	- - -	- - -	- - -	- - -	101 2 8	101 2 8
13.	2,240 0 0	3½	- - -	- - -	- - -	2,240 0 0	- - -	- - -	- - -	- - -	507 19 9	507 19 9
14.	8,375 8 8	1½	- - -	1,032 16 6	- - -	9,408 5 2	- - -	- - -	- - -	- - -	130 15 11	130 15 11
15.	4,108 16 0	1	- - -	- - -	- - -	4,108 16 0	- - -	- - -	- - -	- - -	424 8 2	424 8 2
16.	600 0 0	4½	- - -	- - -	- - -	600 0 0	- - -	- - -	- - -	- - -	244 8 6	244 8 6
17.	345 0 0	4	- - -	- - -	- - -	345 0 0	- - -	- - -	- - -	- - -	688 16 2	1,701 12 2
18.	9,947 11 6	3½	512 10 0	- - -	- - -	10,460 1 6	411 6 8	- - -	10 10 10	590 18 6	1,388 13 7	1,538 13 7
19.	18,018 9 2	2	- - -	227 5 8	- - -	18,245 14 10	- - -	150 0 0	- - -	- - -	1,131 18 1	1,131 18 1
20.	6,622 1 5	4	- - -	274 2 6	- - -	6,896 3 11	- - -	- - -	- - -	- - -	- - -	- - -
21.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
22.	425 0 0	3	- - -	- - -	- - -	425 0 0	- - -	- - -	- - -	- - -	33 8 1	33 8 1
23.	400 1 4	4	766 10 11	- - -	- - -	1,166 12 3	- - -	- - -	- - -	- - -	14 16 7	14 16 7
24.	- - -	- - -	- - -	- - -	28 19 2	28 19 2	- - -	- - -	- - -	- - -	- - -	- - -
25.	2,499 18 9	4 & 4½	- - -	- - -	- - -	2,499 18 9	- - -	- - -	- - -	- - -	- - -	- - -
26.	68 0 0	5	- - -	- - -	2 11 3	70 11 3	- - -	- - -	- - -	- - -	- - -	- - -
27.	550 0 0	3	- - -	- - -	- - -	550 0 0	- - -	- - -	5 0 0	- - -	102 3 7	107 3 7
28.	576 0 0	5	48 6 2	232 0 0	- - -	856 6 2	- - -	- - -	- - -	- - -	485 4 3	485 4 3
29.	3,265 15 0	4	- - -	73 10 1	- - -	3,339 5 1	- - -	- - -	- - -	- - -	121 12 3	121 12 3
30.	2,298 3 1	2	- - -	- - -	- - -	2,298 3 1	- - -	- - -	- - -	- - -	227 19 10	227 19 10
31.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	449 15 4	449 15 4
32.	5,282 16 0	1	- - -	- - -	- - -	5,282 16 0	- - -	- - -	- - -	- - -	122 1 2	122 1 2
33.	10,305 0 0	2	- - -	- - -	- - -	10,305 0 0	- - -	- - -	- - -	- - -	30 19 10	30 19 10
34.	2,326 8 6	4	- - -	332 8 9	- - -	2,658 17 3	66 13 4	- - -	- - -	- - -	564 13 8	631 7 0
35.	60 0 0	5	- - -	- - -	526 10 0	586 10 0	- - -	- - -	- - -	- - -	- - -	- - -
	110,002 13 6	- -	1,355 15 10	3,456 13 2	675 19 10	115,491 2 4	478 0 0	150 0 0	15 10 10	781 8 3	10,350 15 6	11,775 14 7

d For debts of 500%.
 k For debts of 450%.

e For debts of 3,600%.
 l For debts of 527l. 3s. 3d.

f For debts of 2,587l. 2s. 11d.
 m Including 14l. 18s. 9d. loss through failure of bankers.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1867.	3. Balance due to the Treasurers on 1st Jan. 1867.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF CORNWALL.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Bodmin - - - -	935 9 10	- - -	1,301 0 0	- - -	- - -	0 9 0	10 13 4	500 0 0
2. Bodmin and Roche District - -	115 14 10	- - -	331 0 0	365 9 5	- - -	- - -	1 0 0	- - -
3. Callington - - - -	193 8 10	- - -	952 0 0	- - -	- - -	0 12 6	10 0 0	- - -
4. Camelford, Wadebridge, and St. Columb - - - -	993 1 9	- - -	1,051 0 0	- - -	- - -	- - -	17 16 9	- - -
5. Creed and St. Just - - - -	72 1 4	- - -	272 6 3	- - -	- - -	- - -	- - -	- - -
6. Hayle Bridge Causeway - - - -	627 7 0	- - -	801 0 0	- - -	- - -	- - -	- - -	- - -
7. Hayle and Redruth - - - -	471 19 10	- - -	1,205 0 0	- - -	- - -	- - -	- - -	- - -
8. Helston - - - -	335 7 10	- - -	1,860 0 0	- - -	- - -	- - -	58 10 0	- - -
9. Lannceston - - - -	432 18 2	- - -	1,853 0 0	- - -	- - -	2 9 6	128 0 0	- - -
10. Liskeard - - - -	168 6 0	- - -	1,583 0 0	- - -	- - -	1 9 3	5 7 0	- - -
11. Penzance and St. Just - - - -	- - -	620 7 1	551 2 5	- - -	- - -	- - -	30 7 9	- - -
12. St. Austell and Lostwithiel - -	196 7 9	- - -	804 0 0	- - -	- - -	- - -	3 11 6	- - -
13. Saltash - - - -	669 9 3	- - -	725 0 0	- - -	- - -	- - -	d 320 19 0	- - -
14. Trebarwith Sands Road - - - -	270 3 2	- - -	130 0 0	- - -	- - -	- - -	17 9 0	- - -
15. Truro and Redruth - - - -	1,032 15 7	- - -	4,340 6 8	- - -	- - -	- - -	9 2 9	- - -
£	6,514 11 2	620 7 1	17,759 15 4	365 9 5	- - -	5 0 3	612 17 1	500 0 0
COUNTY OF CUMBERLAND.								
1. Alston - - - -	211 9 4	- - -	2,049 13 9	- - -	- - -	0 18 6	48 10 0	- - -
2. Brampton and Longtown - - - -	51 19 4	- - -	295 13 4	- - -	- - -	- - -	6 1 6	- - -
3. Brougham Bridge - - - -	- - -	61 5 1	170 0 0	- - -	- - -	- - -	2 16 8	- - -
4. Carlisle and Brampton - - - -	131 9 1	- - -	459 16 8	- - -	- - -	- - -	- - -	- - -
5. Carlisle and Eamont Bridge, Northern Division - - - -	134 17 3	- - -	404 15 0	- - -	- - -	- - -	7 0 0	- - -
6. Ditto, Southern Division - - - -	112 3 0	- - -	388 0 0	- - -	- - -	- - -	- - -	- - -
7. Carlisle and Temon - - - -	- - -	9 19 10	127 6 8	- - -	- - -	- - -	21 16 0	- - -
8. Cockermouth and Carlisle - - - -	65 7 8	- - -	776 0 0	- - -	- - -	- - -	22 14 10	- - -
9. Cockermouth and Maryport - - - -	152 4 6	- - -	1,033 0 0	- - -	- - -	- - -	36 1 4	- - -
10. Cockermouth and Workington - -	- - -	20 4 7	308 0 0	- - -	- - -	- - -	12 6 1	- - -
11. Kingstown and Westlinton Bridge -	82 12 5	- - -	103 6 8	- - -	- - -	- - -	10 0 0	- - -
12. Longtown - - - -	482 3 6	- - -	206 0 0	- - -	- - -	- - -	35 16 10	- - -
13. Penrith and Cockermouth - - - -	120 1 5	- - -	1,624 14 0	- - -	- - -	- - -	4 7 8	- - -
14. Whitehaven - - - -	296 16 1	- - -	1,973 16 2	- - -	- - -	3 15 6	44 14 11	- - -
£	1,841 3 7	91 9 6	9,920 2 3	- - -	- - -	4 14 0	252 5 10	- - -
COUNTY OF DERBY.								
1. Alfreton and Derby - - - -	321 14 10	- - -	1,365 0 0	- - -	- - -	0 2 6	7 8 9	- - -
2. Alfreton, Higham, and Tibshelf -	20 9 2	- - -	218 0 0	- - -	- - -	- - -	- - -	- - -
3. Alfreton and Mansfield - - - -	94 4 4	- - -	633 3 9	- - -	- - -	- - -	7 8 0	- - -
4. Ashborne to Belper Bridge - - -	42 13 8	- - -	316 15 9	49 14 0	- - -	- - -	4 2 0	- - -
5. Ashborne, Sudbury, and Yoxall Bridge - - - -	388 0 11	- - -	448 6 8	- - -	- - -	- - -	- - -	- - -
6. Ashford and Buxton, and Tideswell, Blackwell, & Edensor (united) - -	242 6 7	- - -	812 7 10	- - -	- - -	0 14 6	8 2 1	- - -
7. Birkin Lane - - - -	55 13 5	- - -	43 0 0	- - -	- - -	- - -	- - -	- - -
8. Cavendish Bridge and Hulland Ward - - - -	- - -	202 14 7	1,409 6 8	- - -	- - -	- - -	- - -	- - -
9. Chapel-en-le-Frith - - - -	163 12 0	- - -	694 7 4	- - -	730 0 0	- - -	47 5 4	- - -
10. Chesterfield and Hernstone Lane Head - - - -	919 3 6	- - -	2,150 5 0	- - -	- - -	3 8 9	- - -	- - -
11. Chesterfield to Matlock, Darley, and Rowsley Bridges - - - -	128 13 3	- - -	482 0 0	- - -	- - -	- - -	- - -	- - -
12. Chesterfield, Newbold, and Dunstone - - - -	312 9 10	- - -	628 17 10	- - -	- - -	- - -	3 18 0	- - -
13. Chesterfield to Worksop - - - -	272 4 11	- - -	625 1 8	132 15 0	- - -	- - -	- - -	- - -
14. Cromford and Belper - - - -	185 12 8	- - -	368 6 8	127 1 6	- - -	- - -	5 8 10	- - -
15. Cromford and Newhaven - - - -	154 0 6	- - -	335 0 0	89 14 4	- - -	- - -	10 0 0	- - -
16. Derby, Ashborne, and Hurdloe - -	- - -	92 6 11	1,146 16 8	- - -	- - -	- - -	1 13 0	- - -
17. Derby and Burton-upon-Trent - -	64 8 7	- - -	487 16 8	- - -	- - -	- - -	- - -	- - -
18. Derby, Duffield, Wirksworth, and Sheffield - - - -	1,508 12 0	- - -	5,009 0 0	- - -	- - -	- - -	6 0 0	- - -
19. Derby, Mansfield, and Nuttall - -	385 3 9	- - -	834 13 4	- - -	- - -	- - -	0 5 0	- - -

a Including team labour, &c.

b Including materials, &c.

c Including contract work.

d From sale of tollhouses, &c.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			
							Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 1,812 2 4	322 0 3	109 8 9	208 18 4	- - -	5 6 4	43 19 7	15 0 0	35 0 0	80 0 0	
2. 697 9 5	102 10 10	92 5 9	140 14 2	- - -	- - -	12 16 9	8 0 0	8 0 0	20 0 0	
3. 962 12 6	165 8 5	178 13 3	353 3 4	- - -	10 6 0	19 18 6	- - -	25 0 0	50 0 0	
4. 1,068 16 9	185 13 5	82 12 3	192 7 2	- - -	9 4 7	18 12 11	- - -	15 0 0	50 0 0	
5. 272 6 3	a 48 15 0	- - -	- - -	- - -	- - -	13 12 7	6 16 3	20 0 0	10 0 0	
6. 801 0 0	b 187 8 3	- - -	- - -	- - -	4 18 2	5 16 0	- - -	25 0 0	25 0 0	
7. 1,205 0 0	397 8 5	100 11 0	46 17 9	- - -	9 0 0	21 18 10	- - -	25 0 0	45 0 0	
8. 1,918 10 0	522 12 8	116 18 5	60 5 5	- - -	- - -	6 19 7	- - -	21 0 0	52 10 0	
9. 1,983 9 6	176 11 8	125 15 2	281 0 3	- - -	33 6 10	29 4 1	- - -	14 0 0	105 0 0	
0. 1,589 16 3	c 693 14 9	- - -	10 2 3	- - -	- - -	61 7 11	40 0 0	15 0 0	75 0 0	
1. 581 10 2	b 228 6 2	- - -	- - -	- - -	13 17 3	- - -	- - -	15 0 0	40 0 0	
2. 807 11 6	178 12 6	58 7 9	234 3 2	- - -	16 12 10	27 7 2	15 0 0	15 0 0	40 0 0	
3. 1,045 19 0	1 7 6	- - -	9 10 3	- - -	- - -	167 10 11	- - -	12 0 0	20 0 0	
4. 147 9 0	19 0 0	2 0 0	15 0 0	- - -	- - -	1 13 2	5 0 0	5 0 0	- - -	
5. 4,349 9 5	1,428 16 9	472 12 0	452 16 4	- - -	16 1 2	103 11 8	- - -	45 0 0	180 0 0	
19,243 2 1	4,658 6 7	1,339 4 4	2,004 18 5	- - -	118 13 2	534 9 8	89 16 3	295 0 0	792 10 0	
1. 2,099 2 3	748 12 2	295 9 2	502 1 4	- - -	10 9 6	68 9 10	50 0 0	30 0 0	150 0 0	
2. 301 14 10	43 1 4	1 5 0	e 19 10 10	- - -	- - -	2 6 3	10 0 0	5 0 0	15 0 0	
3. 172 16 8	7 9 6	- - -	- - -	- - -	- - -	0 15 0	- - -	5 0 0	10 10 0	
4. 459 16 8	f 182 8 3	92 9 1	- - -	- - -	0 16 0	8 13 7	10 0 0	12 0 0	25 0 0	
5. 411 15 0	f 189 1 8	83 16 8	- - -	- - -	4 6 0	5 11 2	7 0 0	12 0 0	25 0 0	
6. 388 0 0	f 125 3 2	8 14 0	35 9 4	- - -	- - -	14 5 5	3 15 0	18 2 0	20 0 0	
7. 149 2 8	f 76 13 8	21 17 0	0 3 6	- - -	1 15 0	4 12 2	10 0 0	13 0 0	28 0 0	
8. 798 14 10	f 366 13 11	36 7 0	156 19 11	- - -	2 5 6	18 10 2	- - -	31 10 0	70 0 0	
9. 1,069 1 4	f 346 2 6	69 15 3	231 6 7	- - -	- - -	12 14 2	- - -	31 10 0	80 0 0	
10. 320 6 1	99 8 6	35 11 9	61 1 1	- - -	- - -	1 1 10	- - -	10 0 0	15 0 0	
11. 113 6 8	f 63 15 9	13 15 2	- - -	- - -	- - -	10 18 10	8 0 0	6 0 0	12 0 0	
12. 241 16 10	126 14 10	16 18 6	30 7 9	- - -	- - -	19 14 11	10 0 0	10 0 0	45 0 0	
13. 1,629 1 8	646 8 0	102 7 3	31 2 5	- - -	- - -	68 4 3	0 19 9	31 10 0	110 0 0	
14. 2,022 6 7	701 9 0	320 15 10	92 18 8	- - -	1 1 0	84 1 4	10 0 0	52 0 0	130 0 0	
10,177 2 1	3,723 2 3	1,099 1 8	1,161 1 5	- - -	20 13 0	319 18 11	119 14 9	267 12 0	735 10 0	
1. 1,372 11 3	334 10 9	131 12 0	315 16 9	- - -	- - -	26 9 11	- - -	20 0 0	65 0 0	
2. 218 0 0	36 8 0	23 8 4	12 10 3	- - -	- - -	3 18 10	- - -	8 0 0	- - -	
3. 640 11 9	228 1 8	87 19 11	71 10 10	- - -	- - -	73 6 8	5 0 0	12 0 0	27 10 0	
4. 370 11 9	91 8 0	0 10 0	2 2 0	- - -	- - -	12 8 2	5 0 0	20 0 0	- - -	
5. 448 6 8	e 130 0 0	- - -	- - -	- - -	- - -	- - -	- - -	g 34 0 0	- - -	
6. 821 4 5	217 1 3	15 8 4	12 13 10	- - -	- - -	26 11 2	- - -	10 0 0	65 0 0	
7. 43 0 0	- - -	- - -	- - -	- - -	- - -	- - -	2 2 0	- - -	- - -	
8. 1,409 6 8	351 3 0	177 13 5	355 8 10	19 16 0	10 3 7	58 7 10	- - -	20 0 0	45 0 0	
9. 1,471 12 8	30 10 0	- - -	- - -	- - -	- - -	7 6 8	- - -	50 0 0	19 19 9	
10. 2,153 13 9	526 12 11	294 4 10	332 14 3	- - -	- - -	39 10 1	- - -	30 0 0	100 0 0	
11. 482 0 0	204 10 0	120 14 7	42 11 0	- - -	- - -	6 16 2	- - -	15 0 0	30 0 0	
12. 632 15 10	126 6 7	66 13 10	22 1 10	- - -	- - -	29 7 1	- - -	- - -	30 0 0	
13. 757 16 8	189 8 9	78 9 11	30 14 5	- - -	- - -	37 15 8	- - -	15 0 0	30 0 0	
14. 500 17 0	149 11 8	28 6 9	57 16 3	- - -	- - -	3 5 11	- - -	10 10 0	- - -	
15. 434 14 4	194 14 10	44 8 11	7 5 10	- - -	- - -	15 4 8	5 0 0	20 0 0	30 0 0	
16. 1,148 9 8	480 4 5	196 4 3	53 5 2	- - -	5 10 6	69 12 11	- - -	40 0 0	105 0 0	
17. 487 16 8	197 10 0	58 17 0	61 5 2	- - -	2 0 0	41 0 9	- - -	20 0 0	45 0 0	
18. 5,015 0 0	f 1,219 16 1	875 4 9	408 19 11	- - -	- - -	85 0 3	- - -	57 0 0	80 0 0	
19. 834 18 4	h 462 3 5	- - -	- - -	- - -	- - -	26 7 9	- - -	20 0 0	- - -	

(Continued on page 16.)

e Contract work.

f Including contract work.

g For 2 years.

h Paid to parishes.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF CORNWALL.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Bodmin	12 2 7	108 14 7	- - -	a 491 0 0	8 1 0	- - -	1,439 11 5
2. Bodmin and Roche District	- - -	80 0 0	- - -	- - -	0 10 0	- - -	464 17 6
3. Callington	- - -	50 8 8	- - -	- - -	39 7 0	- - -	892 5 2
4. Camelford, Wadebridge, and St. Columb	- - -	277 15 2	- - -	c 600 0 0	36 12 1	- - -	1,467 17 7
5. Creed and St. Just	- - -	25 5 0	- - -	- - -	19 13 6	- - -	144 2 4
6. Hayle Bridge Causeway	7 3 0	465 8 1	- - -	- - -	10 11 0	- - -	731 4 6
7. Hayle and Redruth	- - -	67 16 9	369 19 7	301 10 0	32 4 11	- - -	1,417 7 3
8. Helston	9 13 3	350 4 6	- - -	e 586 5 0	46 2 4	- - -	1,772 11 2
9. Launceston	f 1,203 12 8	387 18 1	- - -	- - -	16 11 10	- - -	2,373 0 7
10. Liskeard	13 0 0	310 4 7	- - -	h 225 0 0	81 5 11	- - -	1,524 15 5
11. Penzance and St. Just	13 4 9	157 10 0	- - -	- - -	36 14 6	- - -	504 12 8
12. St. Austell and Lostwithiel	- - -	46 1 10	70 3 0	- - -	5 8 0	- - -	706 16 3
13. Saltash	- - -	409 5 11	- - -	- - -	10 1 9	- - -	629 16 4
14. Trebarwith Sands Road	- - -	59 17 4	- - -	i 250 9 8	2 10 0	- - -	360 10 2
15. Truro and Redruth	26 10 2	111 14 2	23 6 10	365 10 0	147 17 6	- - -	3,373 16 7
£	1,285 6 5	2,908 4 8	463 9 5	2,819 14 8	493 11 4	- - -	17,803 4 11
COUNTY OF CUMBERLAND.							
1. Alston	- - -	- - -	- - -	l 200 0 0	112 8 0	- - -	2,167 10 0
2. Brampton and Longtown	- - -	111 4 4	- - -	- - -	7 10 1	- - -	214 17 10
3. Brougham Bridge	- - -	150 10 0	- - -	- - -	6 19 2	- - -	181 3 8
4. Carlisle and Brampton	- - -	53 11 0	9 9 9	- - -	2 0 4	- - -	396 8 0
5. Carlisle and Eamont Bridge, Northern Division	- - -	38 4 4	- - -	- - -	2 16 8	- - -	367 16 6
6. Ditto, Southern Division	- - -	26 16 1	- - -	m 95 0 0	16 9 10	- - -	366 14 10
7. Carlisle and Temon	- - -	- - -	- - -	- - -	2 16 10	- - -	158 18 2
8. Cockermouth and Carlisle	- - -	125 9 10	- - -	- - -	21 8 6	- - -	829 4 10
9. Cockermouth and Maryport	- - -	306 10 6	26 4 0	m 95 0 0	11 7 1	- - -	1,210 10 1
10. Cockermouth and Workington	- - -	98 10 8	15 16 3	- - -	3 17 8	- - -	340 7 9
11. Kingstown and Westlinton Bridge	- - -	- - -	- - -	- - -	2 6 7	- - -	116 16 4
12. Longtown	- - -	- - -	- - -	- - -	30 12 0	- - -	289 8 0
13. Penrith and Cockermouth	- - -	303 18 4	148 18 7	180 0 0	27 11 10	- - -	1,651 0 5
14. Whitehaven	24 5 5	39 16 11	577 5 11	250 0 0	24 14 6	- - -	2,308 8 7
£	24 5 5	1,254 12 0	777 14 6	823 0 0	272 19 1	- - -	10,599 5 0
COUNTY OF DERBY.							
1. Alfreton and Derby	7 3 9	149 4 0	- - -	q 315 0 0	49 0 0	- - -	1,413 17 2
2. Alfreton, Higham, and Tibshelf	- - -	76 10 0	- - -	- - -	4 30 0	- - -	164 15 5
3. Alfreton and Mansfield	- - -	38 0 0	- - -	r 195 0 0	3 16 0	- - -	742 5 1
4. Ashborne to Belper Bridge	35 9 2	113 2 6	- - -	- - -	27 6 11	- - -	307 6 9
5. Ashborne, Sudbury, and Yoxall Bridge	2 13 9	69 2 10	- - -	t 174 0 0	5 10 4	- - -	415 6 11
6. Ashford and Buxton, and Tideswell, Blackwell, & Edensor (united)	- - -	297 0 0	- - -	190 7 9	1 7 6	- - -	835 9 10
7. Birkin Lane	4 10 0	- - -	- - -	- - -	3 13 11	- - -	10 5 11
8. Cavendish Bridge and Hulland Ward	- - -	19 13 10	523 10 5	- - -	184 12 10	- - -	1,765 9 9
9. Chapel-en-le-Frith	- - -	263 0 0	- - -	x 356 4 8	13 2 8	730 0 0	1,470 3 9
10. Chesterfield and Hernstone Lane Head	7 6 8	156 5 2	- - -	628 2 6	34 17 9	- - -	2,149 14 2
11. Chesterfield to Matlock, Darley, and Rowsley Bridges	- - -	123 18 3	- - -	- - -	5 3 3	- - -	548 13 3
12. Chesterfield, Newbold, and Dunstone	34 4 11	90 6 0	- - -	224 10 0	11 4 5	- - -	634 14 8
13. Chesterfield to Worksop	4 17 4	129 5 3	- - -	150 0 0	4 7 7	- - -	669 18 11
14. Cromford and Belper	5 5 0	- - -	- - -	- - -	27 8 9	- - -	282 4 4
15. Cromford and Newhaven	- - -	95 10 2	- - -	- - -	9 4 3	- - -	421 8 8
16. Derby, Ashborne, and Hurdloe	23 6 3	11 5 0	138 6 8	- - -	32 6 9	- - -	1,155 1 11
17. Derby and Burton-upon-Trent	- - -	23 11 4	20 1 6	- - -	1 12 2	- - -	470 17 11
18. Derby, Duffield, Wirksworth, and Sheffield	3 10 4	134 11 5	200 0 0	z 1,200 0 0	29 1 5	- - -	4,293 4 2
19. Derby, Mansfield, and Nuthall	19 4 8	103 5 0	- - -	r 180 0 0	14 9 11	- - -	825 10 9

a For debts of 500l.

b Including 500l. at 4½ per cent.

c For debts of 800l.

d Reduced by Provisional Order.

i For debts of 1,553l. 8s. 4d.

h Including 289l. 8s. 9d. at 5 per cent.

l For debts of 444l. 8s. 10d.

q For debts of 350l.

r For debts of 200l.

s Including 1,409l. 11s. 8d. at 2½ per cent.

t For debts of 250l.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 63,630 0 0	3	-	-	-	3,630 0 0	-	-	-	-	1,308 0 9	1,308 0 9
2. 3,200 0 0	2½	-	-	-	3,200 0 0	-	-	-	-	348 6 9	348 6 9
3. 1,100 0 0	4½ & 5	-	-	-	1,100 0 0	-	-	-	-	263 16 2	263 16 2
4. 4,550 0 0	5	-	228 15 0	-	4,778 15 0	-	-	-	-	594 0 11	594 0 11
5. 1,000 0 0	d 2	-	-	-	1,000 0 0	-	-	-	37 10 0	200 5 3	237 15 3
6. 11,830 0 0	5	-	2,451 13 5	-	14,281 13 5	-	-	-	30 0 0	697 2 6	727 2 6
7. 1,206 0 0	5	-	-	-	1,206 0 0	-	-	-	-	259 12 7	259 12 7
8. 11,075 0 0	3	-	2 5 0	-	11,077 5 0	-	-	-	-	481 6 8	481 6 8
9. 9,450 0 0	g 3½	-	-	-	9,450 0 0	-	-	-	-	43 7 1	43 7 1
10. 7,688 0 0	4	29 12 6	-	-	7,717 12 6	-	-	3 0 0	-	233 6 10	236 6 10
11. 6,300 0 0	5	-	764 16 9	543 9 7	7,608 6 4	-	-	-	-	-	-
12. 1,500 0 0	3	-	-	-	1,500 0 0	-	-	-	-	297 3 0	297 3 0
13. 16,209 5 0	½	120 0 0	2 9 2	-	16,331 14 2	-	-	-	-	1,085 11 11	1,085 11 11
14. 770 13 7	2½	-	-	-	770 13 7	-	-	-	-	57 2 0	57 2 0
15. 5,053 17 10	4	-	-	-	5,053 17 10	-	-	-	-	2,008 8 5	2,008 8 5
84,562 16 5	-	149 12 6	3,449 19 4	543 9 7	88,705 17 10	-	-	3 0 0	67 10 0	7,877 10 10	7,948 0 10
1. 25,123 2 11	None	-	-	-	25,123 2 11	-	-	16 3 0	0 1 0	143 1 7	159 5 7
2. 3,770 0 0	3	-	-	-	3,770 0 0	-	-	-	-	138 16 4	138 16 4
3. 4,300 0 0	3½	-	528 2 6	69 12 1	4,897 14 7	-	-	-	-	194 17 9	207 17 9
4. 1,350 0 0	4	-	-	-	1,350 0 0	-	-	13 0 0	-	194 17 9	207 17 9
5. 1,200 0 0	3½	-	85 10 0	-	1,285 10 0	-	-	-	-	178 15 9	178 15 9
6. 700 0 0	3½	-	-	-	700 0 0	-	-	-	-	133 8 2	133 8 2
7. -	-	-	-	19 15 4	19 15 4	-	-	-	-	-	-
8. 2,850 0 0	4½	-	13 5 6	-	2,863 5 6	-	-	-	-	34 17 8	34 17 8
9. 6,300 0 0	4½	-	-	-	6,300 0 0	-	-	-	-	10 15 9	10 15 9
10. 3,270 0 0	3	-	90 12 0	40 6 3	3,400 18 3	-	-	-	-	79 2 9	79 2 9
11. -	-	-	-	-	-	-	-	-	-	434 12 4	446 0 8
12. -	-	20 0 0	-	-	20 0 0	11 8 4	-	-	-	98 2 8	140 13 2
13. 9,839 5 0	3	-	-	-	9,839 5 0	-	-	-	42 10 6	10 14 1	10 14 1
14. 700 0 0	4	-	-	-	700 0 0	-	-	-	-	-	-
59,402 7 11	-	20 0 0	717 10 0	129 13 8	60,269 11 7	11 8 4	-	29 3 0	42 11 6	1,457 4 10	1,540 7 8
1. 3,730 0 0	4	-	-	-	3,730 0 0	-	-	-	-	280 8 11	280 8 11
2. 2,900 0 0	3	-	19 15 0	-	2,919 15 0	-	-	-	-	73 13 9	73 13 9
3. 1,000 0 0	4	-	2 0 0	7 9 0	1,009 9 0	-	-	-	-	-	-
4. 5,399 11 8	2	-	56 0 0	-	5,455 11 8	-	-	-	-	105 18 8	105 18 8
5. 3,482 3 0	2	-	5 0 0	-	3,487 3 0	-	-	-	-	421 0 8	421 0 8
6. 9,900 0 0	3	-	-	-	9,900 0 0	-	-	-	-	228 1 2	228 1 2
7. 1,870 0 0	None	-	-	-	1,870 0 0	-	-	-	-	88 7 6	88 7 6
8. 1,300 0 0	5	-	-	558 17 8	1,858 17 8	108 13 4	-	-	-	-	108 13 4
9. 6,216 14 0	3½	-	16 10 0	-	6,233 4 0	-	6 0 0	-	-	165 0 11	171 0 11
10. 3,179 10 0	4	33 17 8	155 14 3	-	3,369 1 11	187 15 0	-	-	-	923 3 1	1,110 18 1
11. 8,785 10 5	1½	-	137 8 8	-	8,922 19 1	25 0 0	-	-	15 0 0	62 0 0	102 0 0
12. 1,500 0 0	4	-	60 0 0	-	1,560 0 0	-	-	-	-	310 11 0	310 11 0
13. 6,439 11 0	2	-	126 2 2	-	6,565 13 2	-	-	-	-	360 2 8	360 2 8
14. 5,004 15 4	2½	21 13 0	337 16 4	-	5,364 4 8	38 13 4	18 15 0	64 6 1	-	404 5 4	525 19 9
15. 3,206 0 0	3	-	-	-	3,206 0 0	-	-	-	-	167 6 2	167 6 2
16. 100 0 0	4½	-	-	98 19 2	198 19 2	62 0 0	-	-	-	62 0 0	62 0 0
17. 600 0 0	4	-	-	-	600 0 0	37 13 4	-	-	-	81 7 4	119 0 8
18. 3,155 14 1	3½	-	19 5 3	-	3,174 19 4	50 6 8	-	-	-	2,230 7 10	2,280 14 6
19. 5,100 0 0	3	60 0 0	50 0 0	-	5,210 0 0	158 8 4	-	-	-	394 11 4	552 14 8

e For debts of 625l.

f Costs of new Local Act.

g Reduced by new Local Act.

h For debts of 250l.

m For debts of 100l.

n Including 1,100l. at 5 per cent.

o Including 150l. at 4 per cent.

p Including 200l. at 4½ per cent.

u Including 500l. at 4 per cent.

x For debts of 436l.

y Including 1,430l. at 5 per cent.

z For debts of 1,207l. 18s.

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.				
	Balance	Balance	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.	
	in Treasurers' Hands on 1st Jan. 1867.	due to the Treasurers on 1st Jan. 1867.							
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
COUNTY OF DERBY—cont.									
20. Derby to Uttoxeter - - -	500 3 0	- - -	927 6 8	- - -	- - -	- - -	- - -	- - -	
21. Duffield to Heage - - -	101 13 7	- - -	441 18 2	- - -	- - -	- - -	6 19 10	- - -	
22. Glossop and Marple Bridge - -	44 7 3	- - -	759 1 5	- - -	- - -	- - -	1 18 0	- - -	
23. Greenhill Moor and Eckington -	154 19 7	- - -	900 0 0	- - -	- - -	- - -	3 17 0	- - -	
24. Haddon and Bentley - - -	72 7 7	- - -	269 13 4	42 3 2	- - -	- - -	1 3 4	- - -	
25. Ideridgehay and Duffield - -	248 1 2	- - -	260 0 0	- - -	- - -	- - -	- - -	- - -	
26. Mansfield and Chesterfield -	- - -	6 0 11	519 8 4	- - -	- - -	- - -	5 0 0	- - -	
27. Nottingham Road (from Derby to Risley) - - -	284 16 11	- - -	673 16 8	- - -	- - -	- - -	- - -	- - -	
28. Nottingham and Newhaven, Third District - - -	305 9 3	- - -	1,150 0 0	- - -	- - -	- - -	0 10 0	- - -	
29. Oakerthorpe and Ashborne - -	161 12 10	- - -	380 0 0	188 16 3	- - -	0 10 0	- - -	- - -	
30. Owlser Bar - - -	679 8 8	- - -	2,600 0 0	- - -	- - -	0 10 0	49 11 2	- - -	
31. Sheffield and Chapel-en-le-Frith -	1,894 0 5	- - -	2,675 0 0	30 0 0	- - -	2 12 0	40 17 0	- - -	
32. Sheffield and Gander Lane - -	195 13 8	- - -	1,464 3 4	- - -	- - -	- - -	3 18 11	- - -	
33. Sheffield and Glossop - - -	125 15 8	- - -	572 2 10	139 7 3	- - -	- - -	31 3 1	- - -	
34. Temple Normanton and Tibshelf -	95 11 1	- - -	123 15 0	- - -	- - -	- - -	- - -	- - -	
35. Tupton and Ashover - - -	134 4 1	- - -	100 0 0	27 2 6	- - -	- - -	- - -	- - -	
36. Wirksworth and Hlland Ward -	26 16 3	- - -	301 0 0	- - -	- - -	2 3 6	- - -	- - -	
£	10,284 4 11	301 2 5	32,125 11 7	826 14 0	730 0 0	10 1 3	246 9 4	- - -	
COUNTY OF DEVON.									
1. Ashburton - - -	778 3 3	- - -	1,445 6 6	- - -	- - -	- - -	- - -	- - -	
2. Axminster - - -	67 11 1	- - -	800 0 0	- - -	- - -	- - -	9 3 0	- - -	
3. Barnstaple - - -	976 18 7	- - -	3,778 0 1	- - -	- - -	0 13 9	5 15 0	- - -	
4. Bideford - - -	759 16 1	- - -	2,500 0 0	- - -	- - -	- - -	11 13 5	- - -	
5. Braunton - - -	418 13 11	- - -	422 17 0	- - -	- - -	- - -	14 14 0	- - -	
6. Braunton and Ilfracombe - -	354 10 11	- - -	317 3 0	- - -	- - -	- - -	- - -	- - -	
7. Combmartin - - -	126 11 6	- - -	726 10 0	- - -	- - -	- - -	- - -	- - -	
8. Countess Wear Bridge - - -	608 8 6	- - -	68 0 0	- - -	- - -	- - -	- - -	- - -	
9. Cullompton - - -	511 9 11	- - -	141 10 0	- - -	30 0 0	- - -	- - -	- - -	
10. Exeter - - -	775 4 1	- - -	6,749 0 0	- - -	- - -	1 11 9	79 1 6	- - -	
11. Exmouth Road - - -	37 17 2	- - -	159 13 4	- - -	- - -	- - -	- - -	- - -	
12. Great Torrington - - -	305 13 2	- - -	1,416 0 0	307 13 3	- - -	0 2 0	1 1 0	- - -	
13. Honiton - - -	126 19 10	- - -	646 12 4	- - -	- - -	- - -	2 5 1	- - -	
14. Honiton and Ilminster - - -	- - -	2 7 4	207 16 0	- - -	- - -	- - -	15 0 0	- - -	
15. Honiton and Sidmouth - - -	286 16 6	- - -	343 10 0	- - -	- - -	0 2 0	- - -	- - -	
16. Kingsbridge and Dartmouth - -	267 15 2	- - -	1,935 0 0	136 4 10	- - -	0 12 6	- - -	- - -	
17. Modbury - - -	154 17 8	- - -	854 0 0	- - -	- - -	0 6 0	21 10 9	- - -	
18. Moretonhampstead - - -	102 14 10	- - -	190 15 0	- - -	- - -	- - -	- - -	- - -	
19. Newton Bushel - - -	106 16 10	- - -	1,050 16 8	- - -	- - -	- - -	- - -	- - -	
20. Plymouth, Eastern - - -	54 3 11	- - -	691 0 0	- - -	- - -	- - -	2 8 6	- - -	
21. Plymouth and Exeter Road - -	339 0 2	- - -	212 0 0	- - -	- - -	- - -	- - -	- - -	
22. Plymouth and Tavistock - - -	388 3 11	- - -	1,072 13 5	- - -	- - -	- - -	- - -	- - -	
23. Sidmouth and Cullompton - -	60 13 2	- - -	157 10 0	- - -	- - -	- - -	- - -	- - -	
24. South Molton - - -	167 13 0	- - -	1,725 18 0	- - -	- - -	0 3 2	2 12 0	- - -	
25. Tavistock - - -	316 1 6	- - -	1,800 0 0	- - -	- - -	- - -	6,013 0 11	- - -	
26. Teignmouth and Dawlish - -	787 7 11	- - -	1,190 0 0	213 19 7	- - -	- - -	6 0 0	- - -	
27. Tiverton - - -	985 17 6	- - -	2,475 0 0	- - -	- - -	- - -	- - -	- - -	
28. Torquay - - -	470 0 0	- - -	5,556 16 8	- - -	- - -	0 15 0	1 10 0	- - -	
29. Totnes Bridge - - -	104 5 1	- - -	375 10 0	- - -	- - -	- - -	- - -	- - -	
30. Totnes and Bridgetown Pomeroy -	337 5 4	- - -	2,068 0 0	- - -	- - -	- - -	- - -	- - -	
£	10,777 10 6	2 7 4	41,076 18 0	657 17 8	30 0 0	4 6 2	6,185 15 2	- - -	
COUNTY OF DORSET.									
1. Backwater Bridge and Road - -	218 13 11	- - -	52 16 0	- - -	- - -	- - -	- - -	- - -	
2. Blandford and Poole - - -	201 18 2	- - -	337 10 0	- - -	- - -	- - -	3 10 0	- - -	
3. Blandford and Wimborne - - -	43 9 9	- - -	140 5 1	- - -	- - -	- - -	- - -	- - -	
4. Bridport, First District - - -	840 11 6	- - -	1,251 0 7	163 4 1	- - -	- - -	- - -	- - -	
5. Bridport, Second District - - -	626 17 2	- - -	960 0 0	347 10 0	- - -	- - -	26 9 5	- - -	
6. Bridport and Broadwinsor - - -	375 10 2	- - -	416 3 4	- - -	- - -	- - -	- - -	- - -	

a Contract work.

b Including payments to parishes.
g Including team labour.

c Paid to parishes.
h Including contract work.
d Including materials, &c.

TURNPIKE TRUSTS IN ENGLAND AND WALES, 1867.

		EXPENDITURE.									
10.		11.	12.	13.	14.	15.	16.	17.	18.		19.
TOTAL		Manual	Team Labour	Materials	Land	Damage	Tradesmen's	Salaries of			
INCOME.		Labour.	and Carriage of Materials.	for Surface Repairs.	purchased.	done in obtaining Materials.	Bills.	Treasurer.	Clerk.	Surveyor.	
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20.	927 6 8	215 8 11	87 1 1	67 9 1	- - -	1 17 6	32 4 4	- - -	20 0 0	40 0 0	
21.	448 18 0	100 19 8	36 14 10	26 6 4	- - -	- - -	18 12 11	- - -	10 0 0	- - -	
22.	760 19 5	404 1 0	28 2 6	59 14 8	- - -	0 14 6	11 0 11	- - -	50 0 0	45 0 4	
23.	903 17 0	161 18 0	176 6 2	51 8 1	- - -	- - -	1 4 0	- - -	15 15 0	16 0 0	
24.	312 19 10	119 16 5	17 16 6	4 4 8	- - -	- - -	13 1 10	1 13 4	20 0 0	20 0 0	
25.	260 0 0	80 0 5	14 9 0	27 8 6	- - -	- - -	14 13 9	5 0 0	10 0 0	11 10 0	
26.	524 8 4	266 8 3	- - -	- - -	- - -	- - -	17 3 0	5 5 0	25 0 0	20 0 0	
27.	673 16 8	149 1 11	53 18 6	89 6 10	- - -	2 2 0	18 5 0	- - -	20 0 0	30 0 0	
28.	1,150 10 0	228 18 8	113 5 3	146 3 2	- - -	5 6 2	22 5 11	- - -	30 0 0	40 0 0	
29.	569 6 3	292 15 2	109 18 7	19 5 2	- - -	0 10 0	24 16 9	5 0 0	20 0 0	30 0 0	
30.	2,650 1 2	734 16 7	742 12 4	360 10 10	- - -	- - -	22 4 6	- - -	- - -	60 0 0	
31.	2,748 9 0	488 2 5	448 18 1	361 2 4	50 0 0	0 5 0	1 13 1	- - -	20 0 0	50 0 0	
32.	1,468 2 3	794 3 4	- - -	- - -	- - -	- - -	71 2 0	3 1 6	26 5 0	20 0 0	
33.	742 13 2	294 18 7	88 19 6	28 9 0	- - -	- - -	36 8 8	- - -	13 13 0	25 0 0	
34.	123 15 0	26 2 2	22 5 0	1 1 6	- - -	- - -	4 16 1	- - -	- - -	5 0 0	
35.	127 2 6	60 0 0	- - -	- - -	- - -	- - -	0 4 0	3 3 0	- - -	- - -	
36.	303 3 6	137 12 4	48 16 8	12 15 2	- - -	- - -	15 3 10	5 0 0	10 0 0	13 10 0	
33,938 16 2		9,725 5 2	4,189 0 10	3,042 1 8	69 16 0	28 9 3	887 11 1	45 4 10	692 3 0	1,098 10 1	
1.	1,445 6 6	258 6 5	- - -	- - -	- - -	- - -	26 2 0	1 0 0	40 0 0	70 0 0	
2.	809 3 0	186 5 4	93 14 3	69 9 3	- - -	- - -	136 9 6	- - -	31 10 0	50 0 0	
3.	3,784 8 10	600 0 0	24 1 6	- - -	- - -	- - -	- - -	- - -	40 0 0	120 0 0	
4.	2,511 13 5	770 10 0	- - -	- - -	- - -	- - -	75 5 3	- - -	15 0 0	100 0 0	
5.	437 11 0	26 0 0	- - -	- - -	- - -	- - -	13 3 11	- - -	8 0 0	8 0 0	
6.	317 3 0	86 5 0	- - -	- - -	- - -	- - -	7 15 5	- - -	8 0 0	8 0 0	
7.	726 10 0	144 12 4	88 8 1	17 7 5	- - -	- - -	28 12 6	- - -	20 0 0	25 0 0	
8.	68 0 0	21 7 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
9.	171 10 0	- - -	- - -	- - -	- - -	- - -	2 11 7	8 0 0	15 0 0	- - -	
10.	6,829 13 3	2,809 19 8	- - -	- - -	- - -	- - -	425 3 1	- - -	100 0 0	268 15 0	
11.	159 13 4	35 12 6	- - -	- - -	- - -	- - -	5 9 6	10 0 0	10 0 0	5 0 0	
12.	1,724 16 3	97 19 11	190 18 8	344 9 11	- - -	30 18 5	16 9 11	5 5 0	30 0 0	65 0 0	
13.	648 17 5	400 0 0	- - -	- - -	- - -	- - -	10 3 0	15 0 0	35 0 0	20 0 0	
14.	222 16 0	98 5 0	- - -	- - -	- - -	- - -	13 7 2	- - -	30 0 0	15 0 0	
15.	343 12 0	50 0 0	- - -	- - -	- - -	- - -	13 3 6	8 0 0	18 0 0	- - -	
16.	2,071 17 4	835 18 2	- - -	- - -	- - -	- - -	86 19 3	10 0 0	31 10 0	60 0 0	
17.	875 16 9	69 7 11	8 16 0	159 8 10	- - -	- - -	6 2 1	- - -	20 0 0	20 0 0	
18.	190 15 0	- - -	- - -	- - -	- - -	- - -	3 10 4	5 0 0	10 0 0	4 0 0	
19.	1,050 16 8	317 0 0	- - -	- - -	- - -	- - -	37 0 5	- - -	20 0 0	40 0 0	
20.	693 8 6	300 0 0	- - -	- - -	- - -	- - -	38 6 7	- - -	36 15 0	40 0 0	
21.	212 0 0	- - -	- - -	- - -	- - -	- - -	2 0 0	- - -	- - -	- - -	
22.	1,072 13 5	137 19 2	67 4 0	700 19 4	- - -	- - -	44 11 0	- - -	31 10 0	102 0 0	
23.	157 10 0	88 0 0	- - -	- - -	- - -	- - -	5 17 0	- - -	- - -	- - -	
24.	1,728 13 2	260 1 6	69 7 7	- - -	- - -	16 14 0	17 8 2	10 0 0	10 0 0	75 0 0	
25.	7,813 0 11	1,031 8 3	- - -	843 18 1	- - -	- - -	106 15 5	- - -	35 0 0	110 0 0	
26.	1,409 19 7	108 1 5	78 16 3	29 1 7	- - -	- - -	27 5 7	- - -	52 10 0	50 0 0	
27.	2,475 0 0	431 2 8	- - -	- - -	- - -	- - -	- - -	15 0 0	40 0 0	65 0 0	
28.	5,559 1 8	2,510 17 7	- - -	- - -	- - -	23 5 7	63 9 10	- - -	60 0 0	100 0 0	
29.	375 10 0	- - -	- - -	- - -	- - -	- - -	6 12 5	- - -	5 5 0	- - -	
30.	2,068 0 0	841 7 7	- - -	14 0 2	- - -	1 18 4	61 11 11	- - -	40 0 0	50 0 0	
47,954 17 0		12,516 7 9	621 6 4	2,178 14 7	- - -	72 16 4	1,281 6 4	87 5 0	793 0 0	1,470 15 0	
1.	52 16 0	49 7 4	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	- - -	
2.	341 0 0	76 8 0	39 17 3	12 18 8	- - -	- - -	26 10 4	- - -	20 0 0	30 0 0	
3.	140 5 1	- - -	- - -	- - -	- - -	- - -	6 6 6	- - -	10 0 0	- - -	
4.	1,414 4 8	55 10 9	151 19 4	158 7 10	- - -	- - -	30 1 11	- - -	70 0 0	50 0 0	
5.	1,333 19 5	62 4 10	113 19 6	74 6 0	- - -	- - -	23 2 2	- - -	20 0 0	26 0 0	
6.	416 3 4	119 11 3	23 11 3	36 9 1	- - -	- - -	16 6 5	- - -	35 0 0	15 0 0	

e Local Act expired 1st November 1867.

f Including 195*l.* 15*s.* proceeds of sale of Trust property, and 5,812*l.* 6*s.* 5*d.* from the Duke of Bedford.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF DERBY—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20. Derby to Uttoxeter - - -	- - -	319 11 6	62 11 4	a 502 10 0	11 1 6	- - -	1,359 15 3
21. Duffield to Heage - - -	20 0 0	213 13 9	- - -	b 90 0 0	3 0 0	- - -	519 7 6
22. Glossop and Marple Bridge - -	- - -	116 10 3	- - -	- - -	4 1 2	- - -	719 5 4
23. Greenhill Moor and Eckington -	34 0 8	52 6 3	- - -	399 10 0	3 13 0	- - -	912 1 2
24. Haddon and Bentley - - -	7 0 0	- - -	- - -	- - -	24 15 6	- - -	228 8 3
25. Ideridgehay and Duffield - -	- - -	28 14 8	- - -	- - -	4 16 4	- - -	196 12 8
26. Mansfield and Chesterfield -	- - -	100 0 0	- - -	- - -	25 10 1	- - -	459 6 4
27. Nottingham Road (from Derby to Risley) - - -	- - -	13 15 4	48 4 11	- - -	9 8 8	- - -	434 3 2
28. Nottingham and Newhaven, Third District - - -	- - -	212 0 0	- - -	275 0 0	28 4 10	- - -	1,101 4 0
29. Oakerthorpe and Ashborne - -	- - -	0 8 10	- - -	- - -	12 8 1	- - -	515 2 7
30. Owlver Bar - - -	34 0 0	170 7 6	- - -	d 498 15 0	27 10 4	- - -	2,650 17 1
31. Sheffield and Chapel-en-le-Frith -	27 11 5	625 10 2	42 13 8	e 1,186 14 6	16 14 4	- - -	3,319 5 0
32. Sheffield and Gander Lane - -	59 11 9	52 16 6	81 0 0	f 100 11 4	24 3 2	- - -	1,232 14 7
33. Sheffield and Glossop - - -	- - -	80 0 2	- - -	257 7 4	4 5 5	- - -	829 1 8
34. Temple Normanton and Tibshelf -	9 1 0	57 8 3	- - -	- - -	15 0 3	- - -	140 14 3
35. Tupton and Ashover - - -	4 10 0	- - -	- - -	- - -	3 10 1	- - -	71 7 1
36. Wirksworth and Hulland Ward -	- - -	29 0 0	- - -	- - -	4 4 9	- - -	276 2 9
£	343 6 8	3,965 13 11	1,116 8 6	6,923 13 1	684 13 11	730 0 0	33,541 18 0
COUNTY OF DEVON.							
1. Ashburton - - -	8 5 0	731 5 9	- - -	g 290 0 0	52 15 11	- - -	1,477 15 1
2. Axminster - - -	8 18 6	70 10 10	- - -	- - -	31 4 1	- - -	678 1 9
3. Barnstaple - - -	19 7 10	896 10 4	338 12 8	h 2,268 5 3	38 12 1	- - -	4,345 9 8
4. Bideford - - -	22 9 0	491 15 4	- - -	i 1,400 13 3	58 6 8	- - -	2,933 19 6
5. Braunton - - -	- - -	391 10 6	- - -	- - -	14 11 2	- - -	461 5 7
6. Braunton and Ilfracombe - -	- - -	224 2 8	- - -	- - -	8 12 6	- - -	342 15 7
7. Combmartin - - -	18 13 4	354 15 8	- - -	- - -	20 9 1	- - -	717 18 5
8. Countess Wear Bridge - - -	- - -	- - -	- - -	- - -	- - -	- - -	21 7 4
9. Cullompton - - -	- - -	348 15 0	- - -	- - -	1 9 6	30 0 0	405 16 1
10. Exeter - - -	16 2 2	1,284 6 2	387 19 11	j 1,551 2 6	149 14 3	- - -	6,993 2 9
11. Exmouth Road - - -	3 7 10	12 5 6	- - -	- - -	8 0 5	- - -	89 15 9
12. Great Torrington - - -	- - -	337 9 11	- - -	k 404 10 0	29 15 0	- - -	1,552 16 9
13. Honiton - - -	- - -	184 3 1	- - -	o 100 0 0	19 17 0	- - -	784 3 1
14. Honiton and Ilminster - -	- - -	- - -	- - -	- - -	8 19 6	- - -	165 11 8
15. Honiton and Sidmouth - -	- - -	74 7 0	- - -	p 204 0 0	11 0 9	- - -	378 11 3
16. Kingsbridge and Dartmouth -	12 13 7	301 8 10	- - -	q 404 2 6	49 19 9	- - -	1,792 12 1
17. Modbury - - -	- - -	515 17 2	- - -	- - -	12 6 11	- - -	811 18 11
18. Moretonhampstead - - -	- - -	- - -	- - -	s 187 9 0	4 4 2	- - -	214 3 6
19. Newton Bushel - - -	- - -	140 3 10	- - -	t 450 0 0	16 17 6	- - -	1,021 1 9
20. Plymouth, Eastern - - -	- - -	70 6 2	- - -	u 190 0 0	19 2 1	- - -	694 9 10
21. Plymouth and Exeter Road -	- - -	58 15 0	- - -	- - -	- - -	- - -	60 15 0
22. Plymouth and Tavistock - -	- - -	161 4 7	- - -	250 0 0	33 5 6	- - -	1,528 13 7
23. Sidmouth and Cullompton - -	- - -	56 5 0	- - -	- - -	5 16 3	- - -	155 18 3
24. South Molton - - -	- - -	1,232 0 0	- - -	- - -	51 0 0	- - -	1,741 11 3
25. Tavistock - - -	79 18 4	285 5 11	- - -	5,490 0 0	146 16 5	- - -	8,129 2 5
26. Teignmouth and Dawlish - -	18 16 10	1,232 19 6	- - -	- - -	35 7 7	- - -	1,632 18 9
27. Tiverton - - -	2 4 8	859 18 11	- - -	bb 987 10 6	111 18 7	- - -	2,512 15 4
28. Torquay - - -	- - -	984 0 7	115 10 4	dd 1,203 0 0	28 3 8	- - -	5,088 7 7
29. Totnes Bridge - - -	- - -	237 10 5	- - -	- - -	6 5 5	- - -	255 13 3
30. Totnes and Bridgetown Pomeroy -	- - -	1,077 17 4	- - -	- - -	27 11 3	- - -	2,114 6 7
£	210 17 1	12,615 11 0	842 2 11	15,380 13 0	1,002 3 0	30 0 0	49,102 18 4
COUNTY OF DORSET.							
1. Backwater Bridge and Road - -	- - -	- - -	- - -	- - -	- - -	- - -	54 7 4
2. Blandford and Poole - - -	14 4 6	56 15 0	5 0 0	- - -	7 19 8	- - -	289 13 5
3. Blandford and Wimborne - -	- - -	40 0 0	- - -	- - -	3 8 6	- - -	59 15 0
4. Bridport, First District - -	- - -	364 3 6	- - -	gg 830 0 0	23 18 0	- - -	1,734 1 4
5. Bridport, Second District - -	- - -	273 16 3	- - -	hh 569 0 0	13 1 10	- - -	1,175 10 7
6. Bridport and Broadwinsor - -	- - -	90 8 5	- - -	ii 298 0 0	10 14 8	- - -	645 1 1

(Continued from page 19.)

a For debts of 650*l*. b For debts of 100*l*. c Reduced by consent. d For debts of 500*l*.
i For debts of 1,425*l*. k Including 600*l*. at 4 and 1,175*l*. at 4½ per cent. l For debts of 1,600*l*. m Including 1,850*l*. at 3½ per cent.
r Including 1,550*l*. at 4 per cent. s For debts of 334*l*. t For debts of 200*l*. n Including 100*l*. at 4 per cent.
bb For debts of 1,845*l*. cc Including 5,175*l*. at 1½ per cent. dd For debts of 1,400*l*. ee Including 4,500*l*. at 4 per cent.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
0. 7,560 0 0		-	-	-	7,560 0 0	71 6 8	-	-	-	67 14 5	139 1 1
1. 6,068 16 7	c3½	-	-	-	6,068 16 7	-	-	-	-	31 4 1	31 4 1
2. 3,326 5 0	3½	-	17 19 9	-	3,344 4 9	-	-	-	-	86 1 4	86 1 4
3. 509 11 6	5	44 1 8	25 9 7	-	579 2 9	225 0 0	-	-	-	146 15 5	371 15 5
4. 5,150 0 0	1	-	103 0 0	-	5,253 0 0	86 0 0	-	-	52 0 0	156 19 2	294 19 2
5. 1,437 0 0	2	-	-	-	1,437 0 0	-	-	-	-	311 8 6	311 8 6
6. 2,500 0 0	4	-	-	-	2,500 0 0	42 13 4	-	-	-	59 1 1	101 14 5
7. 350 0 0	4	-	-	-	350 0 0	51 16 8	-	-	-	524 10 5	576 7 1
8. 5,300 0 0	4	-	-	-	5,300 0 0	-	-	-	-	354 15 3	354 15 3
9. 950 0 0	3½	-	97 5 0	-	1,047 5 0	-	-	-	-	215 16 6	215 16 6
0. 3,610 3 4	4	42 19 2	144 8 0	-	3,797 10 6	216 13 4	-	-	-	678 12 9	895 6 1
1. 19,378 0 0	3	46 8 3	830 12 1	-	20,255 0 4	222 18 4	-	-	-	1,323 4 5	1,546 2 9
2. 1,210 0 0	4	-	-	-	1,210 0 0	-	-	-	-	431 1 4	431 1 4
3. 3,850 15 0	2	-	-	-	3,850 15 0	-	190 7 9	-	-	39 7 2	229 14 11
4. 2,870 0 0	2	-	-	-	2,870 0 0	-	-	-	-	78 11 10	78 11 10
5. 1,400 0 0	None	-	-	-	1,400 0 0	-	-	-	-	189 19 6	189 19 6
6. 1,941 0 0	1½	-	-	-	1,941 0 0	2 0 0	-	-	-	53 17 0	55 17 0
140,281 0 11	-	248 19 9	2,204 6 1	665 5 10	143,399 12 7	1,586 13 4	215 2 9	64 6 1	67 0 0	11,045 6 6	12,978 8 8
1. 15,550 0 0	4 to 5	-	663 2 10	-	16,213 2 10	-	-	-	-	745 14 8	745 14 8
2. 1,800 0 0	4	-	-	-	1,800 0 0	-	-	-	-	198 12 4	198 12 4
3. 28,855 0 0	3	-	372 18 0	-	29,227 18 0	-	-	-	10 0 0	415 17 9	425 17 9
4. 10,580 0 0	3½	2 6 11	422 19 6	-	11,005 6 5	-	-	-	-	337 10 0	337 10 0
5. 6,517 0 0	5	-	1,199 16 8	-	7,716 16 8	-	-	-	-	394 19 4	394 19 4
6. 4,157 0 0	5	-	2,223 14 4	-	6,380 14 4	-	-	-	-	328 18 4	328 18 4
7. 7,247 10 0	5	-	2,363 12 9	-	9,611 2 9	-	-	-	-	135 3 1	135 3 1
8. 1,125 0 0	None	-	-	-	1,125 0 0	-	-	-	-	655 1 2	655 1 2
9. 6,975 0 0	5	-	6,652 10 7	-	13,627 10 7	-	-	-	-	277 3 10	277 3 10
10. 29,800 0 0	4	660 12 4	3,335 1 9	-	33,795 14 1	-	-	-	-	611 14 7	611 14 7
11. 300 0 0	4 & 4½	-	2 11 5	-	302 11 5	101 0 0	-	-	-	107 14 9	208 14 9
12. 9,501 10 0	3	-	524 10 8	-	10,026 0 8	-	-	-	-	477 12 8	477 12 8
13. 5,200 0 0	3½	-	-	8 5 10	5,208 5 10	-	-	-	-	-	-
14. 11,367 2 6	5	-	15,854 1 4	-	27,221 3 10	-	-	-	-	54 17 0	54 17 0
15. 2,650 0 0	2½	-	-	-	2,650 0 0	-	10 0 0	-	-	251 17 3	261 17 3
16. 16,863 17 6	1½	-	13 4 10	-	16,877 2 4	-	-	-	-	547 0 5	547 0 5
17. 26,268 0 0	3	-	3,730 6 4	-	29,998 6 4	-	-	-	-	218 15 6	218 15 6
18. 3,109 0 0	1d.	-	-	-	3,109 0 0	-	-	-	-	79 6 4	79 6 4
19. 2,550 8 8	4	-	40 8 8	-	2,590 17 4	-	-	-	-	136 11 9	136 11 9
20. 1,400 0 0	4½	-	-	-	1,400 0 0	-	-	-	-	53 2 7	53 2 7
21. 2,500 0 0	4	-	60 0 0	-	2,560 0 0	-	-	-	-	490 5 2	490 5 2
22. 3,670 0 0	4	-	-	67 16 3	3,737 16 3	-	-	-	-	-	-
23. 5,675 0 0	5	-	6,325 3 11	-	13,100 3 11	-	-	-	-	62 4 11	62 4 11
24. 25,318 10 9	5	239 0 0	1,217 12 6	-	26,775 3 3	-	-	-	-	154 14 11	154 14 11
25. -	-	-	-	-	-	-	-	-	-	-	-
26. aa 24,825 0 0	5	11 5 0	13,337 0 0	-	38,173 5 0	-	-	-	-	564 8 9	564 8 9
27. cc 36,275 0 0	2½	-	-	-	36,275 0 0	-	-	-	481 13 4	948 2 2	1,429 15 6
28. ee 19,900 0 0	4½	366 10 1	482 5 0	-	20,748 15 1	25 0 0	-	-	-	940 14 1	965 14 1
29. 7,900 0 0	4	-	238 0 0	-	8,138 0 0	-	-	-	-	224 1 10	224 1 10
30. 24,200 0 0	4	-	521 0 0	-	24,721 0 0	-	17 10 0	4 4 0	-	290 18 9	312 12 9
343,179 19 5	-	1,279 14 4	59,580 1 1	76 2 1	404,115 16 11	126 0 0	27 10 0	4 4 0	491 13 4	9,703 3 11	10,352 11 3
1. 5,755 0 0	5	-	1,726 0 0	-	7,481 0 0	-	-	-	-	217 2 7	217 2 7
2. ff 1,400 0 0	4½	-	94 15 0	-	1,494 15 0	10 0 0	-	-	-	253 4 9	263 4 9
3. 1,800 0 0	2½	-	5 0 0	-	1,805 0 0	-	-	-	-	123 19 10	123 19 10
4. 11,445 0 0	3	72 19 6	349 7 0	-	11,867 6 6	75 12 7	163 4 1	-	-	520 14 10	759 11 6
5. 12,772 13 5	2	-	255 8 11	-	13,028 2 4	-	-	-	-	785 6 0	785 6 0
6. 2,745 0 0	3	14 1 8	92 14 0	-	2,851 15 8	-	126 0 0	-	-	146 12 5	272 12 5

e For debts of 1,525L.

n For debts of 550L.

Including 870L. at 4½ per cent.

ff Including 350L. at 5 per cent.

f For debts of 108L.

o For debts of 150L.

Including 1,250L. at 4½ per cent.

gg For debts of 1,100L.

g For debts of 450L.

p For debts of 300L.

Including 2,150L. at 4 per cent.

hh For debts of 918L. 4s. 3d.

h For debts of 2,943L. 0s. 3d.

q For debts of 764L. 7s. 3d.

aa Including 700L. at 4 per cent.

For debts of 425L.

1. NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1867.	Balance due to the Treasurers on 1st Jan. 1867.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF DORSET—cont.								
7. Cerne Abbas - - -	135 4 10	- - -	239 6 8	- - -	- - -	- - -	- - -	- - -
8. Dorchester and Wool - - -	347 7 7	- - -	392 10 9	- - -	- - -	- - -	- - -	- - -
9. Harnham, Blandford, and Dorchester - - -	- - -	16 10 7	1,353 3 9	- - -	- - -	- - -	1 17 9	- - -
10. Lyme Regis - - -	315 6 5	- - -	1,032 7 11	- - -	- - -	- - -	- - -	- - -
11. Ditto, Crewkerne Branch - - -	19 9 6	- - -	61 0 0	51 0 0	- - -	- - -	- - -	- - -
12. Maiden Newton - - -	118 6 10	- - -	1,047 0 0	- - -	- - -	- - -	4 8 0	- - -
13. Poole - - -	544 6 1	- - -	1,515 4 1	- - -	- - -	1 7 0	20 18 6	- - -
14. Sherborne - - -	49 19 10	- - -	1,304 0 8	- - -	- - -	1 16 3	16 15 6	- - -
15. Vale of Blackmoor - - -	685 12 6	- - -	1,240 7 1	- - -	- - -	2 16 0	16 4 4	- - -
16. Wareham (Three Branches) - - -	461 19 11	- - -	1,003 0 0	- - -	- - -	0 16 0	- - -	- - -
17. Weymouth, Melcombe Regis, and Dorchester - - -	- - -	99 12 2	1,411 15 0	- - -	- - -	0 6 6	6 0 0	- - -
18. Wimborne and Piddletown - - -	436 16 3	- - -	408 0 0	- - -	- - -	- - -	- - -	- - -
£	5,421 10 5	116 2 9	14,165 10 11	561 14 1	- - -	7 1 9	96 3 6	- - -
COUNTY OF DURHAM.								
1. Bishopwearmouth and Norton - - -	108 2 1	- - -	950 0 0	- - -	- - -	- - -	- - -	- - -
2. Boroughbridge and Durham (part) - - -	63 5 11	- - -	854 12 8	- - -	- - -	- - -	1 4 7	- - -
3. Bowes and Sunderland Bridge - - -	- - -	11 9 5	919 13 4	- - -	- - -	- - -	- - -	- - -
4. Catterick Bridge to Durham - - -	- - -	86 4 0	1,125 0 0	- - -	- - -	- - -	- - -	- - -
5. Darlington, or Angel Inn and Barton Lane End - - -	306 1 1	- - -	700 0 0	- - -	5 0 0	- - -	- - -	- - -
6. Darlington and Cockerton Bridge (united) - - -	- - -	1 2 3	640 12 0	55 0 0	- - -	- - -	22 13 9	- - -
7. Derwent and Shotley Bridge - - -	215 14 4	- - -	743 19 1	86 0 0	- - -	- - -	- - -	- - -
8. Durham and Tyne Bridge - - -	122 8 4	- - -	2,850 0 0	- - -	- - -	1 7 9	11 8 2	- - -
9. Edmondbyers - - -	20 6 5	- - -	174 11 10	- - -	- - -	- - -	- - -	- - -
10. Eggleston Roads - - -	447 5 5	- - -	581 0 0	- - -	- - -	0 5 0	3 11 7	- - -
11. Gateshead and Hexham - - -	368 10 1	- - -	1,215 5 11	- - -	- - -	- - -	3 3 2	- - -
12. Lobley Hill - - -	244 1 11	- - -	2,377 4 2	- - -	- - -	- - -	135 4 6	- - -
13. South Shields - - -	208 2 6	- - -	625 13 4	- - -	- - -	- - -	- - -	- - -
14. Stockton and Barnard Castle - - -	87 12 3	- - -	635 0 0	- - -	- - -	- - -	- - -	- - -
15. Sunderland and Durham d - - -	- - -	22 19 1	517 10 0	- - -	- - -	- - -	e 392 6 6	- - -
16. Wearmouth Bridge to Tyne Bridge and Branch - - -	715 2 6	- - -	1,856 0 0	- - -	- - -	- - -	- - -	- - -
17. West Auckland - - -	- - -	209 14 10	885 4 7	- - -	- - -	- - -	76 9 8	- - -
£	2,906 12 10	331 9 7	17,651 6 11	141 0 0	5 0 0	1 12 9	646 1 11	- - -
COUNTY OF ESSEX.								
1. Epping and Ongar - - -	26 11 6	- - -	1,326 13 4	- - -	- - -	- - -	75 13 9	- - -
2. Hockerill - - -	667 2 4	- - -	783 6 8	- - -	- - -	- - -	38 9 6	- - -
£	693 13 10	- - -	2,110 0 0	- - -	- - -	- - -	114 3 3	- - -
COUNTY OF GLOUCESTER.								
1. Berkeley, Dursley, Wotton-under-Edge, Frocester, and Cainscross - - -	456 18 5	- - -	3,431 11 3	- - -	- - -	0 12 6	80 1 5	- - -
2. Bibury and Dancy's Fancy d - - -	36 8 3	- - -	- - -	- - -	- - -	- - -	2 0 0	- - -
3. Bristol (Nine Districts) d - - -	5,580 14 2	- - -	12,072 5 11	- - -	- - -	21 12 6	e 7,196 15 3	- - -
4. Campden and Clifford - - -	118 11 8	- - -	376 11 8	- - -	- - -	0 14 0	- - -	- - -

a Contract work.

b Including arrears.
h For portion of year.

c Including materials, &c.

d Local Act expired 1st November 1867.
e No tolls have been collected since the autumn of 1866.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
239 6 8	a 135 5 6	- - -	- - -	- - -	- - -	20 19 10	- - -	25 0 0	- - -
392 10 9	41 5 1	38 15 1	47 3 1	- - -	- - -	2 15 6	- - -	15 10 0	30 0 0
1,355 1 6	226 12 9	63 10 11	89 0 9	- - -	7 19 2	74 14 4	- - -	40 0 0	100 0 0
1,032 7 11	355 8 9	67 17 0	9 10 5	- - -	- - -	181 19 3	13 2 0	b 96 7 6	76 0 0
112 0 0	17 19 6	- - -	30 13 3	- - -	- - -	6 10 6	2 0 0	b 12 10 0	- - -
1,051 8 0	187 12 7	60 17 5	137 14 4	- - -	11 3 0	19 9 4	25 0 0	55 0 0	50 0 0
1,537 9 7	385 19 8	180 19 3	32 12 3	- - -	- - -	99 17 10	- - -	50 0 0	30 0 0
1,322 12 5	408 9 1	189 8 6	126 9 10	- - -	27 12 7	68 4 9	- - -	40 0 0	100 0 0
1,259 7 5	c 657 13 2	- - -	- - -	- - -	- - -	6 12 0	- - -	40 0 0	59 4 3
1,003 16 0	227 1 1	122 13 0	0 11 8	- - -	- - -	13 18 3	- - -	27 1 8	50 0 0
1,418 1 6	193 16 4	316 2 3	270 4 5	- - -	2 11 0	80 17 1	- - -	45 0 0	76 0 0
408 0 0	a 139 0 0	- - -	- - -	- - -	- - -	11 5 1	- - -	25 0 0	- - -
14,830 10 3	3,339 5 8	1,369 10 9	1,026 1 7	- - -	49 5 9	689 11 1	40 2 0	631 9 2	692 4 3
950 0 0	348 8 4	163 15 1	199 8 11	- - -	- - -	28 13 6	10 0 0	20 0 0	80 0 0
855 17 3	261 5 5	138 8 3	243 10 8	- - -	- - -	51 1 4	- - -	30 0 0	43 0 0
919 13 4	387 3 5	272 10 10	131 6 5	- - -	- - -	33 18 7	- - -	30 0 0	66 0 0
1,125 0 0	260 12 6	90 15 1	352 5 3	- - -	- - -	23 17 0	- - -	30 0 0	120 0 0
705 0 0	71 18 5	4 8 9	61 16 4	- - -	- - -	10 17 10	- - -	20 0 0	20 0 0
718 5 9	246 3 7	111 0 0	164 6 10	- - -	- - -	34 6 0	- - -	55 0 0	60 0 0
829 19 1	160 9 5	111 11 1	17 3 10	4 0 0	- - -	5 17 4	- - -	10 0 0	25 0 0
2,862 15 11	956 0 9	467 14 8	690 17 6	- - -	- - -	59 0 0	- - -	30 0 0	120 0 0
174 11 10	93 8 6	44 4 2	20 12 0	- - -	- - -	0 9 9	- - -	5 0 0	15 0 0
584 16 7	131 6 5	158 17 10	223 13 3	- - -	- - -	17 17 6	- - -	26 5 0	15 0 0
1,218 9 1	686 1 3	190 7 2	99 5 5	- - -	- - -	16 16 0	- - -	35 0 0	60 0 0
2,512 8 8	882 13 2	278 8 4	390 6 2	- - -	8 6 0	62 6 1	40 0 0	8 0 0	120 0 0
625 13 4	160 14 8	97 16 3	43 13 7	- - -	- - -	2 2 0	5 0 0	12 10 0	20 0 0
635 0 0	135 16 6	87 10 6	197 19 3	- - -	- - -	37 12 5	- - -	20 0 0	47 0 0
909 16 6	f 232 8 5	36 3 11	144 14 3	- - -	- - -	36 16 0	20 0 0	g 30 0 0	50 0 0
1,856 0 0	523 17 9	446 5 5	336 8 3	- - -	- - -	155 1 8	30 0 0	20 0 0	80 0 0
961 14 3	354 5 11	224 15 9	276 10 9	- - -	5 10 5	36 12 11	10 0 0	25 0 0	75 0 0
18,445 1 7	5,892 14 5	2,924 13 1	3,593 18 8	4 0 0	13 16 5	613 5 11	115 0 0	406 15 0	1,016 0 0
1,402 7 1	455 14 0	189 5 8	531 7 11	- - -	- - -	119 10 0	40 0 0	40 0 0	h 35 15 4
821 16 2	299 5 8	213 6 10	279 12 5	- - -	21 15 1	43 6 7	10 0 0	30 0 0	75 0 0
2,224 3 3	754 19 8	402 12 6	811 0 4	- - -	21 15 1	162 16 7	50 0 0	70 0 0	110 15 4
3,512 5 2	1,036 4 1	574 0 5	915 1 5	15 0 0	- - -	92 17 7	- - -	66 15 0	175 0 0
2 0 0	- - -	- - -	- - -	- - -	- - -	9 11 6	- - -	15 0 0	- - -
19,290 13 8	k 9,573 13 3	2,136 17 9	2,492 10 9	- - -	222 5 11	437 5 9	- - -	l 330 0 0	837 3 6
377 5 8	125 15 10	53 19 6	62 10 4	- - -	10 14 0	40 0 9	- - -	15 0 0	- - -

(Continued on page 24.)

e Including proceeds of sale of Trust property.

f Including 55l. 8s. paid over to parishes on the Trust ceasing.

g For 1½ year.

h Including 6,779l. 8s. 9d. paid over to parishes on the Trust ceasing.

l Including office clerk, 1860

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF DORSET—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
7. Cerne Abbas - - - -	2 12 6	63 7 2	- - -	- - -	3 15 0	- - -	251 0 0
8. Dorchester and Wool - -	7 16 0	46 3 7	175 0 0	300 0 0	3 10 3	- - -	707 18 7
9. Harnham, Blandford, and Dorchester - - - -	53 3 4	- - -	- - -	- - -	30 3 4	- - -	685 4 7
10. Lyme Regis - - - -	- - -	147 2 9	- - -	a 140 0 0	38 14 8	- - -	1,126 2 4
11. Ditto, Crewkerne Branch - -	- - -	18 8 9	- - -	- - -	5 14 8	- - -	93 16 8
12. Maiden Newton - - - -	- - -	42 9 4	262 17 11	165 17 10	16 3 0	- - -	1,034 4 9
13. Poole - - - -	103 11 0	348 2 0	b 651 0 0	- - -	76 17 9	- - -	1,958 19 9
14. Sherborne - - - -	- - -	102 5 4	- - -	a 194 0 0	20 12 9	- - -	1,277 2 10
15. Vale of Blackmoor - - - -	- - -	190 15 4	- - -	d 241 15 3	32 4 0	- - -	1,228 4 0
16. Wareham (Three Branches) - -	- - -	150 0 0	- - -	e 497 15 0	36 19 5	- - -	1,126 0 1
17. Weymouth, Melcombe Regis, and Dorchester - - - -	- - -	112 5 11	444 0 7	- - -	27 18 8	- - -	1,568 16 3
18. Wimborne and Piddletown - -	7 11 2	364 16 1	- - -	- - -	13 0 3	- - -	560 12 7
£	188 18 6	2,410 19 5	1,537 18 6	3,236 8 1	364 16 5	- - -	15,576 11 2
COUNTY OF DURHAM.							
1. Bishopwearmouth and Norton -	4 11 0	120 14 0	- - -	- - -	15 3 7	- - -	990 14 5
2. Boroughbridge and Durham (part) -	- - -	29 0 0	- - -	- - -	19 0 5	- - -	815 6 1
3. Bowes and Sunderland Bridge -	5 11 0	4 17 6	- - -	- - -	55 7 3	- - -	986 15 0
4. Catterick Bridge to Durham -	7 15 3	201 4 0	- - -	- - -	49 2 8	- - -	1,135 11 9
5. Darlington, or Angel Inn and Barton Lane End -	6 6 0	154 0 10	- - -	273 0 0	30 19 8	5 0 0	658 7 10
6. Darlington and Cockerton Bridge (united) -	- - -	12 10 0	- - -	- - -	18 8 4	- - -	701 14 9
7. Derwent and Shotley Bridge -	138 1 8	241 19 5	10 7 3	- - -	3 5 0	- - -	727 15 0
8. Durham and Tyne Bridge -	15 0 0	119 9 0	37 6 1	500 0 0	59 11 2	- - -	3,054 19 2
9. Edmondbyers - - - -	- - -	- - -	- - -	- - -	2 18 1	- - -	181 12 6
10. Eggleston Roads - - - -	4 16 10	30 0 0	106 14 4	- - -	8 8 3	- - -	722 19 5
11. Gateshead and Hexham - - -	- - -	- - -	- - -	- - -	55 14 0	- - -	1,143 3 10
12. Lobley Hill - - - -	34 0 8	327 19 10	- - -	- - -	25 0 11	- - -	2,177 1 2
13. South Shields - - - -	- - -	39 18 0	- - -	- - -	- - -	- - -	381 14 6
14. Stockton and Barnard Castle -	- - -	33 3 0	- - -	- - -	27 4 9	- - -	586 6 5
15. Sunderland and Durham -	37 15 11	12 10 0	- - -	250 0 0	36 8 11	- - -	886 17 5
16. Wearmouth Bridge to Tyne Bridge and Branch -	15 3 2	26 3 0	- - -	354 0 0	26 6 2	- - -	2,013 5 5
17. West Auckland - - - -	1 16 3	- - -	- - -	- - -	7 4 2	- - -	1,016 16 2
£	270 17 9	1,353 8 7	154 7 8	1,377 0 0	440 3 4	5 0 0	18,181 0 10
COUNTY OF ESSEX.							
1. Epping and Ongar - - - -	- - -	25 7 3	- - -	- - -	2 5 7	- - -	1,439 5 9
2. Hockerill - - - -	4 6 4	4 18 4	- - -	100 0 0	30 13 2	- - -	1,112 4 5
£	4 6 4	30 5 7	- - -	100 0 0	32 18 9	- - -	2,551 10 2
COUNTY OF GLOUCESTER.							
1. Berkeley, Dursley, Wotton-under-Edge, Frocester, and Cainscross -	- - -	90 1 3	34 10 0	340 0 0	56 3 4	- - -	3,395 13 1
2. Bibury and Dancy's Fancy - -	12 10 0	- - -	- - -	- - -	1 6 9	- - -	38 8 3
3. Bristol (Nine Districts) - - -	h 1,422 6 4	127 15 5	50 6 6	4,599 13 6	2,641 9 2	- - -	24,871 7 10
4. Campden and Clifford - - - -	- - -	32 15 6	- - -	100 0 0	12 2 4	- - -	452 18 3

(Continued from page 23.)

a For debts of 200l. b Three new toll-houses. c Reduced by new Local Act. d For debts of 300l. e For debts of 500l.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of In- terest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1867.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1867.	38. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4,264 3 4	1½	2 12 4	37 8 0	- - -	4,304 3 8	22 13 4	- - -	- - -	- - -	123 11 6	146 4 10
1,050 0 0	4	- - -	- - -	- - -	1,050 0 0	- - -	- - -	- - -	- - -	31 19 9	31 19 9
8,570 0 0	2	- - -	- - -	- - -	8,570 0 0	- - -	- - -	- - -	- - -	653 6 4	653 6 4
5,700 0 0	3½ & 3½	5 17 0	152 19 2	- - -	5,858 16 2	- - -	- - -	- - -	- - -	221 12 0	221 12 0
700 0 0	3	- - -	- - -	- - -	700 0 0	- - -	- - -	- - -	- - -	37 12 10	37 12 10
700 0 0	5	- - -	- - -	- - -	700 0 0	- - -	- - -	- - -	- - -	135 10 1	135 10 1
8,900 0 0	c3	913 1 9	114 6 4	- - -	9,927 8 1	- - -	- - -	- - -	- - -	122 15 11	122 15 11
2,400 0 0	4	- - -	- - -	- - -	2,400 0 0	- - -	- - -	- - -	- - -	95 9 5	95 9 5
4,200 0 0	4	67 5 0	170 0 0	- - -	4,437 5 0	- - -	- - -	- - -	- - -	716 15 11	716 15 11
3,500 0 0	4	117 12 2	- - -	- - -	3,617 12 2	- - -	- - -	- - -	- - -	339 15 10	339 15 10
2,300 0 0	5	- - -	- - -	250 6 11	2,550 6 11	- - -	- - -	- - -	- - -	- - -	- - -
23,865 0 0	5	73 5 10	26,099 5 4	- - -	50,037 11 2	- - -	- - -	- - -	- - -	284 3 8	284 3 8
102,066 16 9	- -	1,266 15 3	29,097 3 9	250 6 11	132,681 2 8	108 5 11	289 4 1	- - -	- - -	4,809 13 8	5,207 3 8
2,414 0 0	5	78 15 0	- - -	- - -	2,492 15 0	- - -	- - -	- - -	- - -	67 7 8	67 7 8
580 0 0	5	- - -	- - -	- - -	580 0 0	24 2 4	- - -	- - -	- - -	103 17 1	127 19 5
100 0 0	5	- - -	- - -	78 11 1	178 11 1	- - -	- - -	- - -	- - -	- - -	- - -
6,870 0 0	3	- - -	- - -	96 15 9	6,966 15 9	- - -	- - -	- - -	- - -	- - -	- - -
11,355 2 0	3	- - -	- - -	- - -	11,355 2 0	- - -	- - -	- - -	129 16 6	352 13 3	482 9 9
250 0 0	5	- - -	- - -	- - -	250 0 0	- - -	- - -	- - -	36 10 0	15 8 9	51 18 9
7,521 0 0	2½	10 0 0	- - -	- - -	7,531 0 0	- - -	- - -	- - -	- - -	317 18 5	317 18 5
2,600 0 0	5	- - -	52 10 0	69 14 11	2,722 4 11	- - -	- - -	190 0 0	- - -	- - -	190 0 0
295 0 0	None	- - -	- - -	- - -	295 0 0	- - -	- - -	- - -	- - -	13 5 9	13 5 9
600 0 0	5	- - -	- - -	- - -	600 0 0	- - -	- - -	- - -	- - -	309 2 7	309 2 7
8,555 0 0	5	- - -	12,151 4 7	- - -	20,706 4 7	39 7 0	- - -	- - -	55 13 1	443 15 4	578 9 1
1,140 0 0	3½	- - -	- - -	- - -	1,140 0 0	- - -	- - -	- - -	- - -	579 9 5	618 16 5
1,205 0 0	3	- - -	- - -	- - -	1,205 0 0	- - -	- - -	- - -	9 3 4	452 1 4	452 1 4
449 0 0	5	141 13 4	- - -	- - -	590 13 4	30 0 0	- - -	- - -	5 0 0	557 17 1	592 17 1
- - -	- -	- - -	- - -	264 16 9	264 16 9	- - -	- - -	- - -	199 0 0	- - -	199 0 0
43,934 2 0	- -	230 8 4	12,203 14 7	509 18 6	56,878 3 5	172 10 0	- - -	190 0 0	435 2 11	3,349 2 6	4,146 15 5
500 0 0	5	- - -	- - -	10 7 2	510 7 2	- - -	- - -	- - -	- - -	- - -	- - -
g 150 0 0	5	140 0 0	- - -	- - -	290 0 0	280 0 0	- - -	- - -	- - -	376 14 1	656 14 1
650 0 0	- -	140 0 0	- - -	10 7 2	800 7 2	280 0 0	- - -	- - -	- - -	376 14 1	656 14 1
2,150 0 0	4	- - -	19 2 7	- - -	2,169 2 7	- - -	- - -	- - -	- - -	573 10 6	573 10 6
600 0 0	5	- - -	- - -	- - -	600 0 0	- - -	- - -	- - -	- - -	42 19 1	42 19 1

f Including 6,276l. 10s. at one penny per cent.

g Unclaimed.

h For 2 years.

i Including 2,135l. 13s. 4d. allowances to officers.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1867.	3. Balance due to the Treasurers on 1st Jan. 1867.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF GLOUCESTER —continued.								
5. Cheltenham - - - -	603 4 7	- - -	1,310 16 2	- - -	- - -	- - -	24 18 4	- - -
6. Cheltenham and Gloucester - -	224 2 9	- - -	386 3 4	- - -	- - -	- - -	- - -	- - -
7. Cheltenham and Painswick - -	- - -	11 2 4	320 16 8	- - -	- - -	- - -	- - -	- - -
8. Cheltenham and Tewkesbury - -	- - -	143 5 7	889 11 9	- - -	- - -	- - -	- - -	- - -
9. Chipping Campden - - - -	0 18 0	- - -	260 12 6	238 19 3	- - -	- - -	- - -	- - -
10. Cirencester - - - -	166 3 6	- - -	2,955 0 0	- - -	- - -	0 0 4	10 0 0	- - -
11. Cleve and Evesham - - - -	491 7 7	- - -	449 15 0	- - -	- - -	- - -	- - -	- - -
12. Coldharbour District - - - -	93 17 2	- - -	391 0 9	- - -	- - -	- - -	- - -	- - -
13. Crickley Hill and Campsfield, Gloucestershire District - - -	63 2 3	- - -	299 5 0	167 15 9	- - -	0 3 0	5 6 9	- - -
14. Evesham and Cheltenham - - -	- - -	81 12 6	492 5 0	- - -	- - -	- - -	4 5 9	- - -
15. Forest of Dean - - - -	341 3 10	- - -	2,546 5 5	- - -	- - -	- - -	13 0 0	- - -
16. Haw Bridge - - - -	101 19 5	- - -	143 16 8	- - -	- - -	- - -	- - -	- - -
17. Huntley Roads - - - -	81 9 9	- - -	860 12 9	- - -	- - -	- - -	- - -	- - -
18. Kingswood - - - -	139 18 2	- - -	222 10 0	- - -	- - -	- - -	- - -	- - -
19. Lightpill and Birdlip - - - -	225 9 0	- - -	429 0 0	- - -	- - -	- - -	- - -	- - -
20. Maisemore - - - -	146 19 2	- - -	613 15 0	- - -	- - -	- - -	20 18 0	- - -
21. Minchinhampton, Tetbury, and Bisley - - - -	114 17 0	- - -	362 0 0	33 10 0	- - -	- - -	- - -	- - -
22. Nailsworth, Woodchester, and Dudbridge - - - -	86 11 10	- - -	775 10 0	71 1 1	- - -	- - -	4 13 10	- - -
23. Ditto, Nailsworth and Avening Branch - - - -	- - -	- - -	135 0 0	15 0 0	- - -	- - -	- - -	- - -
24. Newent - - - -	120 16 4	- - -	726 0 0	- - -	- - -	- - -	- - -	- - -
25. Northgate - - - -	185 6 5	- - -	566 13 4	- - -	- - -	- - -	0 6 0	- - -
26. Over - - - -	744 12 6	- - -	1,286 5 0	- - -	- - -	- - -	- - -	- - -
27. Pucklechurch - - - -	171 18 11	- - -	365 0 0	- - -	- - -	- - -	10 15 0	- - -
28. Sodbury Division, and Bath and Cirencester (united) - - - -	381 0 8	- - -	2,841 1 5	- - -	- - -	1 10 0	21 15 3	- - -
29. Southgate - - - -	- - -	7 15 5	675 10 0	20 0 0	- - -	3 5 6	- - -	- - -
30. Stow and Moreton (united) - -	741 1 3	- - -	2,161 14 11	- - -	- - -	0 6 0	11 7 2	- - -
31. Stroud and Bisley - - - -	30 5 2	- - -	96 13 4	- - -	- - -	- - -	- - -	- - -
32. Stroud, Cainscross, and Minchin- hampton, Lower Division - - -	152 1 8	- - -	200 0 0	- - -	- - -	- - -	- - -	- - -
33. Ditto, Upper Division - - - -	76 15 4	- - -	94 6 11	- - -	- - -	- - -	- - -	- - -
34. Stroud and Chalford - - - -	- - -	72 10 9	779 18 4	323 17 3	- - -	- - -	- - -	- - -
35. Stroud and Gloucester - - - -	97 13 8	- - -	343 13 0	- - -	- - -	- - -	0 6 0	- - -
36. Stroud, Painswick, and Glou- cester - - - -	- - -	36 5 8	703 15 0	- - -	- - -	- - -	4 6 0	- - -
37. Tewkesbury - - - -	60 13 5	- - -	1,703 8 0	- - -	- - -	- - -	- - -	- - -
38. Tewkesbury, Severn Bridge and Roads - - - -	32 3 9	- - -	553 19 10	- - -	- - -	- - -	- - -	- - -
39. Winchcomb - - - -	638 2 0	- - -	964 11 8	0 17 0	- - -	- - -	- - -	- - -
£	12,506 7 7	352 12 3	43,786 15 7	871 0 4	- - -	28 3 10	7,410 14 9	- - -
COUNTY OF HANTS.								
1. Aldermaston and Basingstoke -	171 0 6	- - -	362 3 4	- - -	- - -	- - -	- - -	- - -
2. Andover and Basingstoke - -	430 16 6	- - -	728 0 0	- - -	- - -	- - -	11 10 0	- - -
3. Andover and East Ilsley - - -	- - -	9 14 9	618 8 4	- - -	- - -	- - -	4 10 0	- - -
4. Andover Station - - - -	46 4 5	- - -	40 5 2	- - -	- - -	- - -	- - -	- - -
5. Andover and Winchester, Andover District - - - -	22 8 9	- - -	146 9 2	- - -	- - -	- - -	2 0 0	- - -
6. Basingstoke, Odiham, and Alton -	235 7 6	- - -	650 2 0	- - -	- - -	- - -	53 3 0	- - -
7. Bishop's Waltham and Fisher's Pond - - - -	180 14 9	- - -	148 19 4	- - -	- - -	- - -	- - -	- - -
8. Botley - - - -	116 15 3	- - -	136 0 0	69 14 10	- - -	- - -	- - -	- - -
9. Christchurch and Lyndhurst - -	486 18 7	- - -	64 6 11	- - -	- - -	- - -	- - -	- - -
10. Cranborne Chase and New Forest -	327 1 3	- - -	291 0 0	- - -	- - -	- - -	- - -	- - -
11. Farnham and Petersfield - - -	237 15 6	- - -	370 0 0	- - -	- - -	- - -	- - -	- - -
12. Gosport, Bishop's Waltham, Wick- ham, and Chawton - - - -	178 13 4	- - -	1,045 16 8	- - -	- - -	0 4 0	14 17 0	- - -
13. Isle of Wight Highways - - -	- - -	1,500 8 0	2,509 0 0	5,514 1 8	- - -	7 4 0	36 4 8	- - -
14. London and Southampton - - -	111 10 3	- - -	52 4 2	- - -	- - -	- - -	- - -	- - -
15. Odiham and Farnham - - - -	152 15 0	- - -	166 0 0	- - -	- - -	- - -	- - -	- - -
16. Popham Lane to Winchester - -	211 16 10	- - -	462 19 8	- - -	- - -	- - -	3 3 0	- - -
17. Portsmouth and Sheet Bridge - -	435 4 0	- - -	1,326 5 6	16 0 0	- - -	7 18 0	71 15 4	- - -
18. Ringwood, Longham, and Leigh -	711 4 9	- - -	137 0 0	- - -	- - -	0 4 0	m 128 11 8	- - -
19. Romsey and Ringwood - - - -	30 7 0	- - -	189 0 0	- - -	- - -	- - -	- - -	- - -
20. Romsey, Stockbridge, and Wallop -	216 19 11	- - -	487 11 8	- - -	- - -	- - -	- - -	- - -
21. Romsey and Winchester - - - -	170 5 7	- - -	436 11 1	- - -	- - -	- - -	69 0 1	- - -

a Including materials, &c. b Contract work. c For 1½ year. d Including contract work.
i Highway rates. k To Improvement Commissioners. l Local Act expired 1st November 1867.

EXPENDITURE.

10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5. 1,335 14 6	171 18 6	215 1 6	193 5 0	- - -	- - -	- - -	- - -	30 0 0	40 0 0
6. 386 3 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	21 0 0	- - -
7. 320 16 8	9 10 4	- - -	- - -	- - -	- - -	- - -	3 11 6	10 0 0	- - -
8. 889 11 9	256 12 7	146 1 11	253 4 0	- - -	- - -	14 11 10	- - -	40 0 0	40 0 0
9. 499 11 9	115 11 8	61 16 6	61 0 10	- - -	9 0 3	1 2 6	- - -	14 10 0	13 0 0
10. 2,965 0 4	a 1,333 0 0	- - -	- - -	- - -	- - -	73 12 2	- - -	50 0 0	150 0 0
11. 449 15 0	- - -	- - -	- - -	- - -	- - -	7 15 0	- - -	10 10 0	- - -
12. 391 0 9	120 10 1	76 7 0	26 11 10	- - -	- - -	6 10 4	- - -	20 0 0	50 0 0
13. 472 10 6	348 2 11	90 1 6	- - -	- - -	16 11 0	6 1 7	10 10 0	10 10 0	50 0 0
14. 496 10 0	75 4 8	58 18 11	38 12 11	- - -	7 10 0	7 9 5	- - -	6 6 0	24 0 0
15. 2,559 5 5	407 1 9	252 0 0	372 18 3	- - -	- - -	240 12 6	10 0 0	40 0 0	150 0 0
16. 143 16 8	- - -	- - -	- - -	- - -	1 5 0	- - -	- - -	15 15 0	- - -
17. 860 12 9	174 8 11	225 6 10	143 6 5	- - -	- - -	18 5 10	- - -	40 0 0	40 0 0
18. 222 10 0	- - -	- - -	- - -	- - -	- - -	0 16 6	- - -	10 0 0	- - -
19. 429 0 0	b 150 10 0	- - -	- - -	0 10 4	- - -	- - -	- - -	20 0 0	- - -
20. 634 13 0	214 6 2	144 5 5	385 7 10	- - -	- - -	8 17 9	- - -	20 0 0	c 43 15 0
21. 395 10 0	d 173 2 0	- - -	- - -	- - -	1 10 0	8 5 2	- - -	- - -	20 0 0
22. 851 4 11	d 777 6 1	- - -	- - -	- - -	- - -	20 16 7	- - -	20 0 0	25 0 0
23. 150 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
24. 726 0 0	171 11 4	168 17 0	160 10 7	- - -	- - -	39 15 4	- - -	21 13 4	30 0 0
25. 566 19 4	209 5 10	100 12 9	222 14 1	- - -	- - -	4 11 4	- - -	20 0 0	20 0 0
26. 1,286 5 0	400 18 6	72 6 4	391 6 9	- - -	- - -	9 10 9	- - -	40 0 0	e 156 5 0
27. 375 15 0	132 7 2	56 12 10	- - -	- - -	11 17 6	24 0 5	- - -	10 0 0	30 0 0
28. 2,864 6 8	1,118 4 1	560 4 2	265 5 10	- - -	28 0 0	93 9 8	- - -	60 0 0	287 10 0
29. 698 15 6	140 5 2	56 6 4	384 4 11	- - -	- - -	7 13 1	- - -	20 0 0	40 0 0
30. 2,173 8 1	835 6 8	342 18 11	567 6 2	- - -	42 13 0	148 16 4	5 0 0	24 3 0	170 0 0
31. 96 13 4	- - -	- - -	- - -	- - -	- - -	7 9 6	- - -	10 0 0	- - -
32. 200 0 0	e 45 0 0	- - -	- - -	- - -	- - -	0 4 2	- - -	6 13 4	- - -
33. 94 6 11	23 6 3	- - -	- - -	- - -	- - -	1 8 8	- - -	3 6 8	2 12 0
34. 1,103 15 7	a 385 2 1	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	18 0 0
35. 343 19 0	- - -	- - -	- - -	- - -	- - -	1 5 0	- - -	10 0 0	- - -
36. 703 15 0	a 199 19 0	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
37. 1,707 14 0	669 19 6	234 17 10	400 8 10	- - -	78 10 9	100 16 9	- - -	50 0 0	150 0 0
38. 553 19 10	0 17 1	0 10 0	- - -	- - -	- - -	22 6 3	- - -	10 0 0	10 0 0
39. 965 8 8	b 300 0 0	- - -	- - -	- - -	- - -	4 19 2	- - -	f 37 10 0	21 5 0
52,096 14 6	19,695 1 6	5,628 3 5	7,336 6 9	15 10 4	429 17 5	1,460 19 2	29 1 6	1,148 12 4	2,573 10 6
1. 362 3 4	b 145 18 0	- - -	- - -	- - -	- - -	6 15 1	10 0 0	10 0 0	10 10 0
2. 739 10 0	b 637 10 0	- - -	- - -	- - -	- - -	169 8 2	- - -	40 0 0	90 0 0
3. 622 18 4	g 150 12 0	- - -	- - -	- - -	- - -	11 4 5	- - -	45 0 0	25 0 0
4. 40 5 2	21 0 0	1 13 0	4 1 2	- - -	- - -	- - -	- - -	5 0 0	10 0 0
5. 148 9 2	15 18 8	7 19 10	33 12 2	- - -	- - -	2 8 8	- - -	10 10 0	15 0 0
6. 713 5 0	142 16 0	140 3 6	108 10 8	- - -	- - -	77 8 6	20 0 0	40 0 0	100 0 0
7. 148 19 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	7 10 0
8. 205 14 10	25 10 5	41 15 0	8 16 7	- - -	- - -	3 13 5	- - -	15 0 0	10 0 0
9. 64 6 11	a 27 5 2	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	5 0 0
10. 291 0 0	b 120 0 0	- - -	- - -	- - -	- - -	17 1 6	- - -	20 0 0	- - -
11. 370 0 0	79 16 2	- - -	196 17 2	- - -	- - -	8 6 4	- - -	20 0 0	10 0 0
12. 1,060 17 8	197 18 5	151 0 4	238 13 9	- - -	- - -	53 4 8	- - -	35 0 0	80 0 0
13. 8,066 10 4	d 3,109 8 8	- - -	3,270 17 4	- - -	- - -	258 17 0	- - -	120 0 0	311 10 9
14. 52 4 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	7 10 0
15. 166 0 0	e 55 15 0	- - -	- - -	- - -	- - -	6 15 0	- - -	10 0 0	5 0 0
16. 466 2 8	71 17 9	32 16 9	29 15 5	- - -	4 0 0	17 11 2	- - -	30 0 0	30 0 0
17. 1,421 18 10	284 0 10	444 9 11	k 400 0 0	- - -	- - -	56 5 4	- - -	50 0 0	83 0 0
18. 265 15 8	n 657 7 10	104 17 9	13 8 9	- - -	- - -	44 16 11	3 10 11	20 0 0	- - -
19. 189 0 0	69 19 11	36 11 6	15 13 0	- - -	- - -	8 2 2	- - -	20 0 0	16 0 0
20. 487 11 8	b 175 0 0	- - -	- - -	- - -	- - -	8 6 6	5 0 0	26 5 0	16 0 0
21. 505 11 2	108 4 1	42 19 0	63 14 8	- - -	- - -	48 13 11	- - -	30 0 0	30 0 0

e Including materials.

f For 1½ year.

g Including team labour, &c.

h For the year ending October 1867.

m Including proceeds of sale of Trust property.

n Including 534l. balance paid over to the parishes on the Trust ceasing.

EXPENDITURE—continued.

NAMES OF COUNTIES AND TRUSTS.	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF GLOUCESTER —continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5. Cheltenham	29 18 4	183 19 7	- - -	a 700 10 9	11 14 2	- - -	1,576 7 10
6. Cheltenham and Gloucester	- - -	115 0 11	- - -	b 196 10 0	14 5 0	- - -	346 15 11
7. Cheltenham and Painswick	- - -	66 8 10	- - -	- - -	11 15 8	- - -	101 6 4
8. Cheltenham and Tewkesbury	- - -	- - -	- - -	- - -	22 11 8	- - -	773 2 0
9. Chipping Campden	c 108 6 7	7 10 8	- - -	100 0 0	0 10 0	- - -	492 9 0
10. Cirencester	- - -	482 2 6	- - -	d 576 15 0	37 11 11	- - -	2,703 1 7
11. Cleve and Evesham	16 4 6	107 19 3	- - -	d 400 0 0	11 0 8	- - -	553 9 5
12. Coldharbour District	- - -	26 12 6	- - -	e 50 0 0	6 1 6	- - -	382 13 3
13. Crickley Hill and Campsfield, Gloucestershire District	2 2 0	- - -	- - -	- - -	12 14 0	- - -	546 13 0
14. Evesham and Cheltenham	- - -	99 14 11	- - -	90 0 0	2 18 4	- - -	410 15 2
15. Forest of Dean	- - -	498 6 9	- - -	655 0 0	24 6 0	- - -	2,650 5 3
16. Haw Bridge	- - -	98 13 5	- - -	- - -	15 0 9	- - -	130 14 2
17. Huntley Roads	180 8 11	78 9 5	- - -	- - -	11 5 8	- - -	911 12 0
18. Kingswood	3 6 10	47 16 2	- - -	h 138 3 2	12 14 9	- - -	212 17 5
19. Lightpill and Birdlip	- - -	49 7 0	- - -	i 213 19 0	9 12 3	- - -	443 18 7
20. Maisemore	- - -	- - -	27 12 6	- - -	4 4 0	- - -	848 8 8
21. Minchinhampton, Tetbury, and Bisley	21 19 0	44 5 9	- - -	k 105 0 0	11 10 6	- - -	385 12 5
22. Nailsworth, Woodchester, and Dudbridge	- - -	152 1 8	- - -	- - -	12 1 8	- - -	1,007 6 0
23. Ditto, Nailsworth and Avening Branch	- - -	19 7 11	- - -	l 130 12 1	- - -	- - -	150 0 0
24. Newent	13 1 7	45 0 1	- - -	- - -	12 10 0	- - -	662 19 3
25. Northgate	- - -	- - -	- - -	- - -	14 4 9	- - -	591 8 9
26. Over	- - -	- - -	- - -	- - -	14 15 9	- - -	1,085 3 1
27. Pucklechurch	4 4 0	- - -	- - -	160 0 0	15 14 9	- - -	444 16 8
28. Sodbury Division, and Bath and Cirencester (united)	37 18 4	90 0 8	- - -	n 245 0 0	101 6 11	- - -	2,866 19 8
29. Southgate	- - -	60 4 8	- - -	- - -	5 4 0	- - -	713 18 2
30. Stow and Moreton (united)	- - -	- - -	494 13 8	- - -	28 1 5	- - -	2,658 19 2
31. Stroud and Bisley	- - -	- - -	- - -	o 70 0 0	3 7 6	- - -	90 17 0
32. Stroud, Cainscross, and Minchin- hampton, Lower Division	- - -	21 6 1	- - -	p 81 19 10	2 1 0	- - -	157 4 5
33. Ditto, Upper Division	- - -	- - -	- - -	75 0 0	0 14 0	- - -	106 7 7
34. Stroud and Chalford	- - -	35 12 11	- - -	541 14 7	16 16 9	- - -	1,007 6 4
35. Stroud and Gloucester	5 13 0	117 18 4	- - -	q 235 5 4	- - -	- - -	370 1 8
36. Stroud, Painswick, and Glou- cester	- - -	157 7 9	- - -	r 423 8 0	16 13 8	- - -	807 8 5
37. Tewkesbury	16 7 0	- - -	- - -	- - -	54 8 6	- - -	1,755 9 2
38. Tewkesbury, Severn Bridge and Roads	- - -	484 10 0	- - -	- - -	12 19 6	- - -	541 2 10
39. Winchcomb	9 12 6	115 1 8	- - -	s 787 5 11	16 18 6	- - -	1,292 12 9
£	1,883 18 11	3,455 11 7	607 2 8	11,015 17 2	3,258 17 1	- - -	58,538 10 4
COUNTY OF HANTS.							
1. Aldermaston and Basingstoke	4 3 0	34 18 8	- - -	t 67 0 0	19 12 2	- - -	308 16 11
2. Andover and Basingstoke	- - -	11 16 0	- - -	- - -	79 4 9	- - -	1,027 18 11
3. Andover and East Hsley	- - -	100 10 0	- - -	o 191 10 0	21 3 10	- - -	545 0 3
4. Andover Station	- - -	- - -	- - -	- - -	9 13 7	- - -	51 7 9
5. Andover and Winchester, Andover District	- - -	23 12 8	- - -	- - -	16 0 0	- - -	125 2 0
6. Basingstoke, Odiham, and Alton	- - -	9 16 8	- - -	50 0 0	5 7 9	- - -	694 3 1
7. Bishop's Waltham and Fisher's Pond	7 2 10	45 4 8	- - -	- - -	1 10 0	- - -	81 7 6
8. Botley	- - -	25 5 0	- - -	t 99 0 0	20 17 6	- - -	249 17 11
9. Christchurch and Lyndhurst	- - -	337 10 0	- - -	- - -	18 1 6	- - -	379 15 2
10. Cranborne Chase and New Forest	9 6 2	- - -	- - -	- - -	12 5 6	- - -	184 9 2
11. Farnham and Petersfield	- - -	- - -	2 0 5	- - -	- - -	- - -	329 5 7
12. Gosport, Bishop's Waltham, Wick- ham, and Chawton	- - -	234 8 8	- - -	x 234 0 0	14 17 8	- - -	1,239 3 6
13. Isle of Wight Highways	110 0 6	- - -	1,252 10 2	- - -	360 2 11	- - -	8,793 7 4
14. London and Southampton	- - -	41 12 3	- - -	- - -	4 4 10	- - -	68 7 1
15. Odiham and Farnham	11 8 4	23 10 10	- - -	o 100 0 0	5 2 0	- - -	217 11 2
16. Popham Lane to Winchester	- - -	70 5 8	- - -	o 196 14 11	9 7 4	- - -	492 8 7
17. Portsmouth and Sheet Bridge	130 11 0	- - -	- - -	- - -	23 11 10	- - -	1,471 18 11
18. Ringwood, Longham, and Leigh	5 0 2	- - -	- - -	- - -	127 18 1	- - -	977 0 5
19. Romsey and Ringwood	- - -	38 16 0	- - -	- - -	2 2 7	- - -	207 5 2
20. Romsey, Stockbridge, and Wallop	- - -	65 15 2	- - -	y 133 10 0	14 16 3	- - -	444 12 11
21. Romsey and Winchester	- - -	41 2 2	110 18 8	y 145 0 0	2 5 0	- - -	622 17 6

(Continued from page 27.)

a For debts of 721*l.* 2*s.* 3*d.*, including 638*l.* 16*s.* 3*d.* paid off at par. b For debts of 982*l.* 9*s.* c Including 90*l.* arrears.
g Including 20,982*l.* 10*s.* not bearing interest. h For debts of 231*l.* 17*s.* 6*d.* i For debts of 236*l.* 9*s.*
o For debts of 200*l.* p For debts of 154*l.* 11*s.* 1*d.* q For debts of 478*l.* 10*s.* r For debts of 606*l.* s For debts of 1,625*l.*

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com- position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5.	3,849 0 0	3½	200 0 0	85 1 4	-	4,134 1 4	-	-	-	362 11 3	362 11 3
6.	12,888 8 6	1	-	18 4 6	-	12,906 13 0	-	-	-	263 10 2	263 10 2
7.	2,602 2 1	2½	40 0 0	1 5 0	-	2,643 7 1	-	-	-	208 8 0	208 8 0
8.	-	-	-	-	26 15 10	26 15 10	-	-	-	-	-
9.	157 10 0	3	100 0 6	-	-	257 10 6	-	-	-	8 0 9	8 0 9
10.	11,872 0 0	4	-	-	-	11,872 0 0	-	-	-	428 2 3	428 2 3
11.	5,290 12 6	1	10 10 7	14 11 8	-	5,315 14 9	-	-	-	387 13 2	387 13 2
12.	387 10 0	3	-	6 6 11	-	893 16 11	-	-	14 5 0	102 4 8	116 9 8
13.	-	-	-	-	11 0 3	11 0 3	-	-	-	-	-
14.	2,360 0 0	5	97 10 0	-	-	2,457 10 0	-	-	-	4 3 1	4 3 1
15.	23,340 0 0	3	-	4,850 8 9	-	28,190 8 9	-	-	-	250 4 0	250 4 0
16.	24,257 10 0	5	-	58 8 2	-	24,315 18 2	-	-	-	115 1 11	115 1 11
17.	2,750 0 0	3	-	-	-	2,750 0 0	-	-	-	30 10 6	30 10 6
18.	2,525 0 0	2	7 2 0	6 10 3	-	2,538 12 3	-	-	-	149 10 9	149 10 9
19.	2,214 0 0	2	10 0 0	44 5 7	-	2,268 5 7	-	-	-	210 10 5	210 10 5
20.	-	-	-	-	66 16 6	66 16 6	165 0 0	-	-	-	165 0 0
21.	2,241 17 0	2	-	-	-	2,241 17 0	-	-	-	124 14 7	124 14 7
22.	3,802 0 0	4	-	-	69 9 3	3,871 9 3	-	-	-	-	-
23.	1,612 17 11	1	-	-	-	1,612 17 11	-	-	-	-	-
24.	4,555 0 0	1	-	30 0 0	-	4,585 0 0	-	-	-	183 17 1	183 17 1
25.	-	-	-	-	-	-	-	-	-	160 17 0	160 17 0
26.	-	-	-	-	-	-	345 0 0	-	-	945 14 5	1,290 14 5
27.	480 0 0	None	-	-	-	480 0 0	-	-	-	102 17 3	102 17 3
28.	2,200 0 0	4	-	-	-	2,200 0 0	-	-	163 2 10	378 7 8	541 10 6
29.	1,300 0 0	4½	-	-	22 18 1	1,322 18 1	-	-	-	255 10 2	255 10 2
30.	-	-	-	-	-	-	-	-	-	36	36 1 6
31.	900 0 0	None	-	-	-	900 0 0	-	-	-	194 17 3	194 17 3
32.	1,952 15 7	1	50 0 0	19 10 5	-	2,022 6 0	-	-	-	64 14 8	64 14 8
33.	752 0 0	None	4 0 0	-	-	756 0 0	-	-	-	23 18 6	100 14 11
34.	3,226 10 0	1	50 0 0	29 13 7	-	3,306 3 7	76 16 5	-	-	71 11 0	105 11 0
35.	5,818 11 6	1½	-	98 9 8	-	5,917 1 2	34 0 0	-	-	-	-
36.	4,563 18 5	3	50 0 0	19 1 3	139 19 1	4,772 18 9	-	-	-	12 18 3	12 18 3
37.	-	-	-	-	-	-	-	-	-	45 0 9	45 0 9
38.	16,150 0 0	3	-	-	-	16,150 0 0	-	-	-	310 17 11	406 6 1
39.	4,875 0 0	2	159 11 6	51 15 0	-	5,086 6 6	95 8 2	-	-	-	-
152,174 3 6						639 8 2	76 16 5	-	177 7 10	6,048 18 6	6,942 10 11
1.	1,700 0 0	2	-	-	-	1,700 0 0	-	-	-	224 6 11	224 6 11
2.	300 0 0	4	-	-	-	300 0 0	-	-	-	142 7 7	142 7 7
3.	3,150 0 0	3	-	-	-	3,150 0 0	-	-	10 7 11	68 3 4	78 11 3
4.	5,550 0 0	4	-	4,860 0 0	-	10,410 0 0	-	-	-	35 1 10	35 1 10
5.	534 12 0	4½	-	-	-	534 12 0	-	-	-	45 15 11	45 15 11
6.	150 0 0	5	-	-	-	150 0 0	-	-	-	254 9 5	254 9 5
7.	3,990 0 0	1	37 4 1	8 15 0	-	4,035 19 1	42 0 0	-	-	248 6 7	290 6 7
8.	1,300 0 0	1½	-	1 2 6	-	1,301 2 6	-	-	-	72 12 2	72 12 2
9.	2,250 0 0	5	-	2,474 10 0	-	4,724 10 0	-	-	-	171 10 4	171 10 4
10.	3,950 0 0	1s.	-	5 18 6	-	3,955 18 6	-	-	114 0 7	433 12 1	547 12 8
11.	5,050 0 0	1d.	-	-	-	5,050 0 0	-	-	-	278 9 11	278 9 11
12.	7,500 0 0	3½	-	144 5 5	-	7,644 5 5	14 6 8	-	-	0 7 6	14 14 2
13.	-	-	-	-	2,227 5 0	2,227 5 0	-	-	-	-	-
14.	5,160 0 0	1	22 18 7	159 10 7	-	5,342 9 2	-	-	-	95 7 4	95 7 4
15.	758 0 0	3	-	-	-	758 0 0	-	-	-	101 3 10	101 3 10
16.	1,695 0 0	4	20 0 0	30 0 0	-	1,745 0 0	-	-	15 6 8	185 10 11	200 17 7
17.	-	-	-	-	-	-	-	-	-	385 3 11	385 3 11
18.	-	-	-	-	-	-	-	-	-	-	-
19.	900 0 0	8	6 18 11	10 10 0	-	917 8 11	-	-	-	12 1 10	12 1 10
20.	1,600 0 0	3½	4 0 0	58 15 6	-	1,662 15 6	-	-	-	259 18 8	259 18 8
21.	1,000 0 0	4	-	58 0 0	-	1,058 0 0	-	-	-	52 19 3	52 19 3

d For debts of 600l.

e For debts of 51l. 10s.

f Including 5,500l. at 4 per cent., and 10,645l. not bearing interest.

h For debts of 150l.

i For debts of 326l. 10s. 2d.

m Including 852l. 10s. at 4½ per cent.

n For debts of 250l.

t For debts of 100l.

u Including 1,500l. at 2 per cent.

x For debts of 300l.

y For debts of 150l.

1. NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1867.	Balance due to the Treasurers on 1st Jan. 1867.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF HANTS—cont.								
22. Southampton, North District, and Winchester and Waltham (united)	102 6 0	- - -	525 4 2	- - -	20 0 0	- - -	4 12 7	- - -
23. Southampton, South District	221 0 1	- - -	484 10 11	- - -	- - -	- - -	12 15 0	- - -
24. Stockbridge and Basingstoke	101 3 7	- - -	271 3 4	- - -	- - -	- - -	- - -	- - -
25. Stockbridge and Winchester	29 1 9	- - -	178 17 6	- - -	- - -	- - -	- - -	- - -
26. Titchfield and Cosham	198 15 6	- - -	632 9 2	86 13 4	- - -	- - -	10 0 0	- - -
27. Whitechurch and Aldermaston	0 14 9	- - -	89 7 9	- - -	- - -	- - -	- - -	- - -
28. Whiteparish, Romsey, and South- ampton	26 14 10	- - -	526 0 0	- - -	- - -	- - -	17 6 11	- - -
29. Winchester Road	253 12 4	- - -	393 0 0	- - -	- - -	- - -	35 0 0	- - -
30. Winchester, Upper District	333 19 5	- - -	841 7 6	- - -	- - -	- - -	30 0 0	- - -
31. Winchester and Alton, Lower District	93 4 4	- - -	451 0 0	- - -	- - -	- - -	15 2 6	- - -
32. Winchester to Newtown River	1 3 4	- - -	306 19 2	- - -	- - -	- - -	10 0 0	- - -
33. Winchester and Petersfield	338 16 1	- - -	425 0 0	31 10 0	- - -	- - -	4 4 0	- - -
£	6,174 11 8	1,510 2 9	15,503 2 6	5,717 19 10	20 0 0	15 10 0	533 15 9	- - -
COUNTY OF HEREFORD.								
1. Blue Mantle Hall	133 11 3	- - -	359 6 8	- - -	- - -	- - -	15 0 0	- - -
2. Bromyard	452 7 3	- - -	1,403 15 0	149 0 0	- - -	- - -	24 2 1	- - -
3. Hereford	79 6 9	- - -	5,737 3 9	- - -	- - -	- - -	161 3 0	- - -
4. Kington	437 13 5	- - -	1,430 0 0	- - -	- - -	2 6 1	79 11 0	- - -
5. Ledbury	183 8 4	- - -	1,710 0 0	- - -	- - -	- - -	27 10 0	- - -
6. Leominster	32 7 3	- - -	1,083 15 0	- - -	- - -	- - -	49 10 0	- - -
7. Leominster and Ledbury	- - -	- - -	234 0 0	- - -	- - -	- - -	17 0 0	- - -
8. Presteigne	108 11 7	- - -	713 0 0	443 2 6	- - -	0 5 0	18 0 0	- - -
9. Ross	227 16 4	- - -	2,174 7 10	- - -	- - -	0 14 0	34 0 0	- - -
10. Weobley ^f	124 10 0	- - -	184 19 4	- - -	- - -	- - -	g 115 10 0	- - -
11. Whitechurch and Llangarron	204 12 0	- - -	217 11 9	- - -	- - -	1 0 0	4 0 0	- - -
12. Whitney and Bredwardine	493 0 0	- - -	29 13 4	- - -	- - -	- - -	60 19 10	- - -
13. Wyeseide	- - -	21 1 9	177 0 7	150 0 0	- - -	- - -	11 10 0	- - -
£	2,477 4 2	21 1 9	15,454 13 3	742 2 6	- - -	4 5 1	617 15 11	- - -
COUNTY OF HERTFORD.								
1. Baldock and Bournbridge	512 11 0	- - -	544 2 0	- - -	- - -	- - -	257 5 0	- - -
2. Cheshunt	435 9 10	- - -	1,984 3 4	- - -	- - -	- - -	- - -	- - -
3. Dunstable	185 16 1	- - -	242 14 2	- - -	- - -	- - -	- - -	- - -
4. Reading and Hatfield	676 5 5	- - -	2,117 10 0	- - -	- - -	0 0 6	19 15 0	- - -
5. St. Albans and Barnet	854 11 2	- - -	540 0 0	- - -	- - -	- - -	24 19 2	- - -
6. Sparrow's Herne	90 15 1	- - -	1,705 0 0	- - -	- - -	- - -	40 9 6	- - -
7. Stevenage and Biggleswade	363 2 0	- - -	405 0 0	- - -	- - -	- - -	29 10 0	- - -
8. Wadesmill	405 0 9	- - -	861 0 0	- - -	- - -	- - -	- - -	- - -
9. Watton	368 2 7	- - -	450 0 0	- - -	- - -	- - -	- - -	- - -
10. Welwyn	115 14 3	- - -	492 3 10	- - -	- - -	- - -	- - -	- - -
£	4,007 8 2	- - -	9,341 13 4	- - -	- - -	0 0 6	371 18 8	- - -
COUNTY OF HUNTINGDON.								
1. Bury and Stratton	183 12 0	- - -	1,189 19 10	- - -	- - -	- - -	- - -	- - -
2. Godmanchester to Cambridge	- - -	241 19 3	726 13 4	- - -	- - -	- - -	12 0 0	- - -
3. Godmanchester and Hartford	374 19 4	- - -	1,157 0 0	- - -	- - -	- - -	28 10 11	- - -
4. Kimbolton	- - -	56 18 8	511 0 0	252 10 0	- - -	- - -	0 1 0	- - -
5. Somersham	244 0 8	- - -	803 0 0	- - -	- - -	- - -	- - -	- - -
6. Stilton, &c. ^f	330 2 3	- - -	363 11 4	- - -	- - -	- - -	m 91 11 4	- - -
£	1,132 14 3	298 17 11	4,751 4 6	252 10 0	- - -	- - -	132 3 3	- - -

a Including materials, &c. b Including contract work. c Including repairs to bridge. d Contract work. e For $\frac{1}{2}$ year.
i Including 10*l.* gratuity. k Including team labour. l Including team labour, &c.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
22. 549 16 9	138 4 10	56 0 9	101 0 4	- - -	- - -	52 1 1	- - -	19 0 0	34 0 0
23. 497 5 11	273 19 3	123 13 0	- - -	- - -	- - -	38 16 11	- - -	25 0 0	45 0 0
24. 271 3 4	a 61 4 11	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	20 0 0
25. 178 17 6	70 18 10	13 11 2	41 1 7	- - -	- - -	12 13 2	- - -	20 0 0	30 0 0
26. 729 2 6	75 10 11	33 2 11	93 8 0	- - -	- - -	32 13 10	5 0 0	20 0 0	30 0 0
27. 89 7 9	- - -	- - -	- - -	- - -	- - -	9 10 0	2 2 0	7 0 0	12 0 0
28. 543 6 11	b 244 6 6	10 9 3	- - -	- - -	- - -	21 2 4	10 0 0	25 0 0	25 0 0
29. 428 0 0	24 17 4	103 2 7	- - -	- - -	- - -	c 50 11 5	- - -	25 0 0	25 0 0
30. 871 7 6	294 16 0	12 15 6	455 4 3	- - -	- - -	11 13 7	- - -	90 0 0	54 12 0
31. 466 2 6	249 7 1	55 12 0	56 14 4	- - -	2 0 0	44 13 3	- - -	30 0 0	40 0 0
32. 316 19 2	64 17 1	35 0 9	29 6 6	- - -	- - -	18 0 8	- - -	30 0 0	35 0 0
33. 460 14 0	107 2 11	145 12 4	- - -	- - -	- - -	23 9 11	2 2 0	15 0 0	- - -
21,790 8 1	7,701 4 7	1,593 6 10	5,160 15 8	- - -	6 0 0	1,114 4 11	57 14 11	907 15 0	1,212 12 9
1. 374 6 8	159 9 9	46 19 11	71 0 11	- - -	- - -	25 1 6	5 0 0	13 5 4	30 0 0
2. 1,576 17 1	449 8 2	294 17 3	329 14 10	- - -	79 14 10	67 12 2	- - -	25 0 0	100 0 0
3. 5,898 6 9	d 4,184 12 7	- - -	- - -	- - -	- - -	230 18 5	- - -	50 0 0	260 0 0
4. 1,511 17 1	218 8 1	594 15 11	385 8 8	- - -	- - -	25 13 1	- - -	35 0 0	100 0 0
5. 1,737 10 0	592 7 8	417 13 1	105 17 8	- - -	1 0 0	42 10 8	- - -	30 0 0	e 90 0 0
6. 1,133 5 0	459 0 9	136 8 6	286 17 8	- - -	- - -	42 18 11	- - -	10 0 0	100 0 0
7. 251 0 0	19 16 10	- - -	- - -	- - -	- - -	2 10 0	- - -	10 7 8	20 0 0
8. 1,174 7 6	352 3 1	228 18 4	210 12 0	- - -	- - -	71 12 2	- - -	59 11 4	50 0 0
9. 2,209 1 10	b 613 19 3	326 15 6	87 3 2	- - -	- - -	54 11 6	- - -	40 0 0	106 13 0
10. 300 9 4	h 197 6 2	78 8 9	42 16 5	- - -	- - -	2 12 6	- - -	4 0 0	i 35 0 0
11. 222 11 9	27 8 9	32 1 11	14 19 11	- - -	- - -	14 16 10	- - -	10 10 0	20 0 0
12. 90 13 2	165 10 2	- - -	k 106 12 9	- - -	2 10 0	3 0 2	- - -	10 0 0	20 0 0
13. 338 10 7	65 12 9	- - -	k 66 12 4	- - -	1 15 0	2 5 6	- - -	15 0 0	22 10 0
16,818 16 9	7,505 4 0	2,156 19 2	1,708 1 4	- - -	84 19 10	586 3 5	5 0 0	312 14 4	954 3 0
1. 801 7 0	79 14 10	52 14 5	160 1 5	- - -	12 3 6	13 9 5	- - -	- - -	39 15 0
2. 1,984 3 4	548 3 8	425 10 10	623 6 3	20 0 0	52 13 0	48 11 9	3 3 0	60 0 0	130 0 0
3. 242 14 2	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	15 0 0	- - -
4. 2,137 5 6	528 13 4	321 15 2	176 15 9	- - -	17 16 0	139 17 3	25 0 0	70 0 0	163 16 0
5. 564 19 2	77 3 0	- - -	l 190 1 3	- - -	- - -	38 19 8	20 0 0	20 0 0	- - -
6. 1,745 9 6	461 18 0	193 6 11	630 14 5	- - -	- - -	70 9 10	- - -	40 0 0	100 0 0
7. 434 10 0	131 7 6	27 18 9	21 14 0	- - -	- - -	3 15 6	5 0 0	25 0 0	40 0 0
8. 861 0 0	372 9 0	90 1 9	398 1 1	- - -	12 10 0	15 4 9	- - -	30 0 0	100 0 0
9. 450 0 0	197 5 10	12 18 0	6 12 6	- - -	7 0 0	11 13 6	- - -	20 0 0	80 0 0
10. 492 3 10	153 6 10	20 8 8	23 8 2	- - -	14 14 0	13 15 8	5 5 0	32 0 0	50 0 0
9,713 12 6	2,550 2 0	1,144 14 6	2,230 14 10	20 0 0	116 16 6	355 17 4	68 8 0	312 0 0	703 11 0
1. 1,189 19 10	273 13 10	279 3 5	233 9 6	11 0 0	3 1 0	29 18 10	10 0 0	50 0 0	80 0 0
2. 738 13 4	202 19 8	169 19 0	227 9 9	- - -	5 0 0	38 9 6	10 0 0	30 0 0	60 0 0
3. 1,185 10 11	180 7 4	90 3 9	143 13 7	- - -	90 13 5	45 16 1	20 0 0	25 0 0	70 0 0
4. 763 11 0	a 653 1 4	- - -	- - -	- - -	7 14 11	39 18 4	15 0 0	7 10 0	45 0 0
5. 803 0 0	179 8 4	96 18 6	112 16 7	32 1 10	8 0 9	124 16 1	6 6 0	35 0 0	60 0 0
6. 455 2 8	n 408 11 4	81 12 0	49 6 10	- - -	- - -	15 3 4	- - -	30 0 0	100 0 0
5,135 17 9	1,898 1 10	717 16 8	766 16 3	43 1 10	114 10 1	294 2 2	61 6 0	177 10 0	415 0 0

(Continued on page 32.)

f Local Act expired 1st November 1867. g Including proceeds of sale of Trust property. h Including 148l. 12s. 3d. paid over to parishes on the Trust ceasing.
m Including proceeds of sale of Trust property. n Including 256l. 17s. 4d. paid to the parishes on the Trust ceasing.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF HANTS—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
22. Southampton, North District, and Winchester and Waltham (united)	19 19 4	- - -	- - -	a 107 10 0	b 88 8 1	20 0 0	636 4 5
23. Southampton, South District	7 6 4	- - -	- - -	- - -	15 16 4	- - -	529 11 10
24. Stockbridge and Basingstoke	9 6 0	42 5 8	- - -	c 100 0 0	9 19 0	- - -	252 15 7
25. Stockbridge and Winchester	8 8 0	4 0 0	- - -	- - -	30 18 10	- - -	231 11 7
26. Titchfield and Cosham	6 7 0	215 6 8	- - -	c 186 5 0	7 17 6	- - -	705 11 10
27. Whitechurch and Aldermaston	3 5 0	38 6 1	- - -	- - -	2 2 3	- - -	74 5 4
28. Whiteparish, Romsey, and South- ampton	10 2 6	74 14 2	- - -	d 40 0 0	19 17 8	- - -	480 12 5
29. Winchester Road	4 11 8	63 0 0	- - -	- - -	19 14 6	- - -	315 17 6
30. Winchester, Upper District	- - -	- - -	44 7 6	- - -	10 17 10	- - -	974 6 8
31. Winchester and Alton, Lower District	6 1 4	13 10 0	- - -	- - -	18 6 0	- - -	516 4 0
32. Winchester to Newtown River	- - -	66 3 3	- - -	d 33 13 6	12 16 0	- - -	324 17 9
33. Winchester and Petersfield	- - -	28 15 0	- - -	c 247 7 6	13 9 8	- - -	582 19 4
£	352 19 2	1,650 5 3	1,409 16 9	1,931 10 6	1,018 8 9	20 0 0	24,136 15 1
COUNTY OF HEREFORD.							
1. Blue Mantle Hall	- - -	9 16 8	- - -	- - -	13 8 11	- - -	374 3 0
2. Bromyard	- - -	181 9 3	- - -	- - -	51 8 3	- - -	1,579 9 9
3. Hereford	23 7 4	44 5 5	- - -	1,140 0 0	26 8 6	- - -	5,959 12 3
4. Kingston	8 8 0	149 19 11	- - -	250 0 0	31 7 6	- - -	1,799 1 2
5. Ledbury	- - -	104 16 0	8 7 0	400 0 0	17 17 4	- - -	1,810 9 5
6. Leominster	- - -	- - -	- - -	- - -	31 14 7	- - -	1,067 0 5
7. Leominster and Ledbury	- - -	- - -	- - -	190 19 0	7 6 6	- - -	251 0 0
8. Presteigne	11 14 2	58 2 10	0 4 8	- - -	36 1 6	- - -	1,079 0 1
9. Ross	8 4 7	181 14 10	- - -	f 778 0 0	9 2 11	- - -	2,206 4 9
10. Weobley	- - -	4 18 4	- - -	50 0 0	9 17 2	- - -	424 19 4
11. Whitechurch and Llangarron	9 8 5	65 15 6	- - -	g 150 0 0	11 12 0	- - -	356 13 4
12. Whitney and Bredwardine	- - -	50 0 1	- - -	- - -	17 18 0	- - -	375 11 2
13. Wyeseide	8 8 0	115 17 2	- - -	- - -	15 1 1	- - -	313 1 10
£	69 10 6	966 16 0	8 11 8	2,958 19 0	279 4 3	- - -	17,596 6 6
COUNTY OF HERTFORD.							
1. Baldock and Bournbridge	22 3 10	121 10 0	- - -	g 74 3 4	5 5 9	- - -	581 1 6
2. Cheshunt	20 1 10	- - -	51 1 11	- - -	48 17 0	- - -	2,031 9 3
3. Dunstable	- - -	78 8 3	- - -	- - -	- - -	- - -	103 8 3
4. Reading and Hatfield	97 12 6	153 18 5	- - -	h 447 0 0	10 7 0	- - -	2,152 11 5
5. St. Albans and Barnet	- - -	- - -	- - -	150 0 0	4 3 0	- - -	500 6 11
6. Sparrow's Herne	18 18 0	36 10 2	- - -	100 0 0	24 9 0	- - -	1,676 6 4
7. Stevenage and Biggleswade	- - -	3 3 7	- - -	200 0 0	8 2 7	- - -	466 1 11
8. Wadesmill	- - -	- - -	126 14 8	- - -	18 19 0	- - -	1,164 0 3
9. Watton	9 11 4	31 9 4	- - -	100 0 0	9 4 10	- - -	485 15 4
10. Welwyn	- - -	74 16 4	- - -	- - -	9 13 6	- - -	397 8 2
£	168 7 6	499 16 1	177 16 7	1,071 3 4	139 1 8	- - -	9,558 9 4
COUNTY OF HUNTINGDON.							
1. Bury and Stratton	11 0 0	171 5 2	- - -	g 169 10 0	19 14 4	- - -	1,341 16 1
2. Godmanchester to Cambridge	- - -	20 8 0	- - -	- - -	28 16 6	- - -	793 2 5
3. Godmanchester and Hartford	2 2 0	93 6 4	- - -	h 492 10 0	189 16 3	- - -	1,343 8 9
4. Kimbolton	9 15 2	86 11 0	- - -	- - -	11 15 0	- - -	876 5 9
5. Somersham	12 5 0	38 1 0	- - -	100 0 0	30 1 8	- - -	835 15 9
6. Stilton, &c.	27 16 4	- - -	- - -	- - -	72 15 1	- - -	785 4 11
£	62 18 6	409 11 6	- - -	762 0 0	252 18 10	- - -	5,958 13 8

a For debts of 400l.

b Including 73l. 2s. 10d. for lighting.

c For debts of 300l.

d For debts of 50l.

i For debts of 450l.

k For debts of 500l.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
22. 850 0 0	1d.	-	0 15 5	-	850 15 5	0 3 4	-	-	-	15 18 4	16 1 8
23. -	-	-	-	-	-	-	-	-	-	188 14 2	188 14 2
24. 1,850 0 0	2	-	27 0 0	-	1,877 0 0	6 17 7	-	-	42 10 0	119 11 4	168 18 11
25. 100 0 0	4	-	-	23 12 4	123 12 4	-	-	-	-	-	-
26. 8,950 0 0	2½	12 17 0	187 19 8	-	9,150 16 8	26 6 8	30 0 0	-	-	222 6 2	278 12 10
27. 1,056 0 0	4	-	62 15 8	-	1,118 15 8	17 8 8	-	-	-	15 17 2	33 5 10
28. 1,650 0 0	4	-	-	-	1,650 0 0	-	-	-	-	89 9 4	89 9 4
29. 5,426 6 0	2	-	254 0 0	-	5,680 6 0	56 5 0	-	-	34 8 4	365 14 10	456 8 2
30. -	-	-	-	-	-	-	-	-	-	231 0 3	231 0 3
31. 300 0 0	4½	-	-	-	300 0 0	-	-	-	-	43 2 10	43 2 10
32. 2,125 0 0	3	-	-	6 15 3	2,131 15 3	28 10 0	-	-	-	-	28 10 0
33. 1,150 0 0	2½	-	-	-	1,150 0 0	-	32 6 10	-	-	216 10 9	248 17 7
69,994 18 0	-	103 18 7	8,343 18 3	2,257 12 7	80,700 7 5	191 17 11	62 6 10	-	216 13 6	4,575 14 6	5,046 12 9
1. 200 0 0	5	-	-	-	200 0 0	-	-	-	-	133 14 11	133 14 11
2. 3,960 0 0	4½	30 15 0	-	-	3,990 15 0	-	-	-	-	449 14 7	449 14 7
3. -	-	-	-	-	-	-	-	23 16 3	-	18 1 3	41 17 6
4. 2,752 0 0	5	-	-	-	2,752 0 0	-	-	-	-	150 9 4	150 9 4
5. 2,040 0 0	4	35 19 4	-	-	2,075 19 4	110 0 0	-	27 10 0	-	110 8 11	247 18 11
6. -	-	-	-	-	-	-	-	-	-	98 11 10	98 11 10
7. 1,900 16 3	None	-	-	-	1,900 16 3	-	-	-	-	-	-
8. 1,550 0 0	4	-	28 0 0	-	1,578 0 0	-	-	-	-	203 19 0	203 19 0
9. 4,000 0 0	4	-	-	-	4,000 0 0	-	-	14 5 0	-	280 13 5	244 18 5
10. -	-	-	-	-	-	-	-	-	-	-	-
11. 1,150 0 0	3½	22 10 0	15 17 6	-	1,188 7 6	15 0 0	-	-	-	70 10 5	85 10 5
12. 1,452 18 5	3½	42 13 1	50 0 1	-	1,545 11 7	-	-	-	-	208 2 0	208 2 0
13. 2,946 0 0	4	121 3 6	-	-	3,067 3 6	-	-	-	-	4 7 0	4 7 0
21,951 14 8	-	253 0 11	93 17 7	-	22,298 13 2	125 0 0	-	65 11 3	-	1,678 12 8	1,869 3 11
1. 3,400 0 0	h 2½	-	h 377 10 0	-	3,777 10 0	-	-	-	-	732 16 6	732 16 6
2. -	-	250 0 0	-	-	250 0 0	-	-	-	-	388 3 11	388 3 11
3. 3,950 0 0	h 1d.	-	-	-	3,950 0 0	-	-	-	-	325 2 0	325 2 0
4. 3,150 0 0	4½	-	-	-	3,150 0 0	-	-	-	-	660 19 6	660 19 6
5. 1,200 0 0	None	-	-	-	1,200 0 0	-	-	-	-	919 3 5	919 3 5
6. 700 0 0	4½	-	-	-	700 0 0	-	-	-	-	159 18 3	159 18 3
7. -	-	-	-	-	-	-	-	-	-	331 10 1	331 10 1
8. -	-	210 0 0	-	-	210 0 0	-	-	-	10 0 0	102 0 6	112 0 6
9. 700 0 0	4	25 0 0	-	-	725 0 0	-	-	-	-	332 7 3	332 7 3
10. 1,870 0 0	4	-	-	-	1,870 0 0	-	-	-	-	210 9 11	210 9 11
14,970 0 0	-	485 0 0	377 10 0	-	15,832 10 0	-	-	-	10 0 0	4,162 11 4	4,172 11 4
1. 4,650 0 0	3½	-	-	-	4,650 0 0	-	-	-	-	31 15 9	31 15 9
2. 260 0 0	4	-	-	296 8 4	556 8 4	-	-	-	-	-	-
3. m 1,925 0 0	3½	60 0 0	50 10 9	-	2,035 10 9	-	-	-	-	217 1 6	217 1 6
4. 2,884 19 5	3	-	-	169 13 5	3,054 12 10	-	-	-	-	-	-
5. 820 0 0	4	-	-	-	820 0 0	-	-	-	-	211 4 11	211 4 11
6. -	-	-	-	-	-	-	-	-	-	-	-
10,539 19 5	-	60 0 0	50 10 9	466 1 9	11,116 11 11	-	-	-	-	460 2 2	460 2 2

e Including 226l. 6s. not bearing interest.

f For debts of 800l.

g For debts of 200l.

h Reduced by Provisional Order.

l Including 68l. 16s. 8d. to South Division.

m Reduced 25l., misstated in previous returns.

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.													
	Balance in Treasurers' Hands on 1st Jan. 1867.		Balance due to the Treasurers on 1st Jan. 1867.		4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.								
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
COUNTY OF KENT.																		
1. Ashford and Ham Street -	74	18	0	-	-	491	19	10	-	-	-	-	3	10	0			
2. Ashford and Maidstone -	611	6	9	-	-	822	16	10	-	-	-	-	8	0	0			
3. Benenden -	29	11	7	-	-	184	15	0	45	19	11	-	-	-	-			
4. Bethersden -	245	19	8	-	-	726	7	11	33	12	0	-	6	18	0			
5. Biddenden -	330	5	7	-	-	323	0	0	79	15	7	-	-	-	-			
6. Brandbridges -	632	10	7	-	-	781	6	3	-	-	-	-	27	2	0			
7. Canterbury and Barham -	201	7	6	-	-	564	1	6	-	-	-	-	3	0	0			
Canterbury and Ramsgate :—																		
8. First District <i>b</i> -	71	8	1	-	-	99	18	4	-	-	-	-	c 132	7	0			
9. Second District -	141	7	9	-	-	273	11	8	-	-	-	-	-	-	-			
10. Canterbury and Sandwich -	176	13	3	-	-	631	11	11	-	-	-	-	0	11	0			
11. Chatham and Canterbury and Macknade Branch <i>b</i> -	361	19	4	-	-	818	5	6	-	-	-	-	c 159	14	8			
12. Dartford and Strood -	20	7	0	-	-	1,035	4	10	-	-	-	-	45	1	0			
13. Dover to Barham Downs -	378	16	10	-	-	557	7	4	-	-	-	-	-	-	-			
14. Dover and Sandgate -	0	12	3	-	-	756	4	2	-	-	-	-	-	-	-			
15. Dover to Sandwich, through Deal -	141	15	1	-	-	1,058	0	1	-	-	-	-	8	13	7			
16. Dover to Sandwich, through Wal- dershare -	311	13	4	-	-	436	19	9	-	-	-	-	-	-	-			
17. Faversham, Hythe, and Canterbury -	790	3	3	-	-	1,530	6	6	-	-	-	-	27	18	0			
18. Folkestone and Barham -	55	18	4	-	-	212	4	11	121	10	2	-	-	-	-			
19. Goudhurst -	131	2	3	-	-	219	10	0	35	0	0	-	-	-	-			
20. Goudhurst, Gore, and Stilebridge -	305	19	2	-	-	418	5	5	5	0	0	-	8	10	0			
21. Gravesend and Wrotham -	250	13	9	-	-	473	13	4	99	18	9	-	-	-	-			
22. Greenwich and Woolwich, Lower Road -	15	11	7	-	-	1,508	6	8	381	6	8	-	-	-	-			
23. Hawkhurst Junction -	-	-	-	-	-	144	10	0	-	-	-	-	-	-	-			
24. Herne Bay -	136	13	3	-	-	365	5	11	-	-	-	-	7	2	0			
25. Kipping's Cross and Flimwell -	360	11	10	-	-	402	0	0	-	-	-	-	-	-	-			
26. Kipping's Cross and Wilsley Green -	466	0	9	-	-	457	8	3	-	-	-	-	-	-	-			
27. Maidstone and Biddenden -	213	16	7	-	-	715	4	6	86	0	10	-	-	-	-			
28. Maidstone and Cranbrook <i>b</i> -	212	6	10	-	-	694	14	2	-	-	-	-	c 1,090	10	0			
29. Maidstone to Key Street <i>b</i> -	-	-	-	62	16	8	124	15	11	-	-	-	c 246	11	8			
30. Malling and Strood -	381	12	3	-	-	503	13	4	-	-	-	-	-	-	-			
31. Rochester and Maidstone <i>b</i> -	82	2	0	-	-	292	14	11	-	-	-	-	n 229	8	6			
32. Sandwich, Margate, and Ramsgate -	270	7	5	-	-	746	0	0	-	-	-	-	-	-	-			
33. Sevenoaks -	454	10	10	-	-	300	14	9	-	-	-	0	2	6	108	8	4	
34. Stockershead to Bagham's Cross -	113	3	4	-	-	88	5	0	46	18	9	-	-	-	-			
35. Tenterden -	263	13	5	-	-	946	0	0	65	10	10	-	0	5	0	11	1	2
36. Tonbridge -	612	4	10	-	-	1,404	0	0	-	-	-	-	71	11	2			
37. Tonbridge and Ightham -	-	-	-	31	15	5	274	5	7	29	10	0	-	-	-			
38. Tonbridge and Maidstone -	20	1	10	-	-	634	10	4	-	-	-	-	53	3	0			
39. Wadhurst and West Farleigh -	374	16	8	-	-	463	17	0	-	-	-	-	-	-	-			
40. Whitstable -	275	0	3	-	-	294	0	0	-	-	-	-	15	8	4			
41. Woodchurch -	60	19	11	-	-	216	12	9	9	0	1	-	6	0	3			
42. Wrotham Heath -	441	9	7	-	-	581	13	2	-	-	-	0	5	0	20	19	0	
43. Wrotham and Maidstone -	507	12	7	-	-	1,200	0	0	-	-	-	-	43	9	3			
£	10,527	5	1	94	12	1	24,769	3	4	1,039	3	7	0	12	6	2,334	17	11
COUNTY OF LANCASTER.																		
1. Adlington and Westhoughton -	225	14	4	-	-	326	0	0	-	-	-	-	13	13	11			
2. Barton Bridge and Moses Gate -	569	13	4	-	-	1,505	0	0	-	-	-	-	8	4	10			
3. Barton Bridge and Stretford -	75	17	2	-	-	245	0	0	-	-	-	-	4	15	8			
4. Blackburn to Addingham and Cocking End -	2,982	5	2	-	-	4,429	16	0	-	-	-	4	13	6	67	0	7	
5. Blackburn and Preston -	530	8	0	-	-	1,125	0	0	366	0	0	-	5	14	11			
6. Blackburn to Walton Cop -	277	10	7	-	-	707	0	0	226	0	0	-	3	13	10			
7. Bolton and Blackburn -	239	2	7	-	-	1,723	16	2	-	-	-	0	8	6	203	10	1	
8. Bolton and Nightingales -	1,117	17	11	-	-	2,300	0	0	-	-	-	0	9	0	31	16	5	
9. Bolton and St. Helen's -	48	17	5	-	-	1,840	10	0	300	18	2	-	1	6	3	113	13	6
10. Bolton and Westhoughton -	72	18	2	-	-	336	8	0	-	-	-	0	11	3	0	12	6	
11. Burnley to Edenfield Chapel -	258	7	4	-	-	1,775	5	11	-	-	-	1	2	6	40	7	8	
12. Bury to Blackburn, Whalley, &c. -	188	10	7	-	-	4,843	12	0	17	8	8	-	156	10	10			
13. Bury and Bolton -	335	19	2	-	-	957	0	0	-	-	-	-	4	14	6			
14. Clitheroe to Blackburn and Mellor Brook -	57	4	0	-	-	1,200	0	0	-	-	-	-	8	16	7			
15. Crossford Bridge and Manchester -	78	5	10	-	-	1,900	9	0	-	-	-	-	77	5	2			

a Including 10*l.* gratuity. *b* Local Act expired 1st November 1867. *c* Including proceeds of sale of Trust property.
g Including contract work. *h* Paid to parishes. *i* Including 72*l.* 12*s.* 7*d.* paid to parishes on the Trust ceasing. *k* Including 125*l.* gratuities.
o Including 120*l.* 12*s.* paid over to parishes on the Trust ceasing. *p* Including 105*l.* gratuity. *q* Including payments to parishes.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
495 9 10	61 13 8	107 4 5	67 1 2	- - -	14 13 9	37 11 10	5 5 0	5 5 0	20 0 0
830 16 10	272 17 1	92 1 0	324 18 3	- - -	13 2 7	71 5 7	12 0 0	10 0 0	50 0 0
230 14 11	20 0 3	24 16 0	12 8 0	- - -	- - -	13 19 2	- - -	10 0 0	- - -
766 17 11	122 18 6	152 15 7	192 18 3	- - -	36 10 4	23 3 7	5 0 0	10 0 0	a 40 0 0
402 15 7	113 16 3	86 17 6	31 5 10	9 0 0	- - -	18 2 4	7 0 0	10 10 0	20 0 0
808 8 3	167 9 10	152 16 0	63 14 9	- - -	- - -	34 3 10	6 0 0	10 0 0	- - -
567 1 6	102 7 3	23 1 2	111 7 0	- - -	- - -	26 16 2	- - -	20 0 0	45 0 0
232 5 4	d 74 13 11	- - -	8 1 9	- - -	- - -	50 15 3	- - -	e 50 0 0	e 60 0 0
273 11 8	- - -	- - -	- - -	- - -	- - -	26 0 9	- - -	15 0 0	- - -
632 2 11	114 15 11	6 16 0	104 4 1	- - -	- - -	31 19 0	- - -	25 0 0	40 0 0
973 0 2	292 2 3	33 2 0	389 19 2	- - -	- - -	22 12 9	- - -	u 100 0 0	f 250 0 0
1,080 5 10	175 16 11	7 10 3	593 15 11	- - -	- - -	23 7 9	- - -	50 0 0	80 0 0
557 7 4	g 287 13 6	70 15 6	109 19 0	- - -	- - -	35 9 10	10 0 0	20 0 0	65 0 0
756 4 2	215 10 0	137 9 8	116 18 8	- - -	- - -	26 3 10	- - -	e 60 0 0	30 0 0
1,066 13 8	432 13 5	279 10 1	159 15 0	- - -	- - -	36 3 8	10 0 0	20 0 0	54 12 0
436 19 9	108 2 3	52 4 0	112 14 6	- - -	- - -	5 6 1	- - -	10 0 0	37 10 0
1,558 4 6	273 16 2	142 13 8	361 2 4	- - -	23 8 2	201 11 8	- - -	30 0 0	90 0 0
333 15 1	72 9 3	65 14 0	19 10 0	- - -	- - -	2 12 6	- - -	15 9 1	15 9 1
254 10 0	40 2 0	30 12 9	9 2 2	- - -	- - -	26 19 1	5 0 0	10 0 0	31 4 0
431 15 5	88 4 10	130 9 10	60 17 3	- - -	- - -	18 7 7	- - -	10 10 0	5 0 0
573 12 1	118 6 2	6 9 0	219 19 2	- - -	- - -	34 3 7	- - -	20 0 0	20 0 0
1,889 13 4	278 18 10	299 12 0	384 19 0	- - -	- - -	6 3 4	- - -	27 10 0	32 1 8
144 10 0	21 13 0	32 14 0	21 16 1	- - -	- - -	2 19 10	- - -	10 0 0	2 12 0
372 7 11	60 6 10	9 10 6	81 7 5	- - -	- - -	55 14 11	- - -	25 0 0	20 0 0
402 0 0	h 150 0 0	- - -	- - -	- - -	- - -	8 7 3	10 0 0	15 0 0	- - -
457 8 3	120 0 1	307 6 0	73 14 10	- - -	- - -	24 4 5	5 0 0	8 8 0	20 0 0
801 5 4	132 19 6	142 6 8	59 2 0	- - -	- - -	1 15 2	10 0 0	10 0 0	25 0 0
1,785 4 2	i 960 17 1	255 0 10	325 2 3	- - -	- - -	177 11 6	20 0 0	10 0 0	k 166 13 4
371 7 7	7 146 9 8	- - -	87 12 6	- - -	- - -	0 7 10	- - -	5 5 0	m 35 0 0
503 13 4	114 2 9	- - -	157 19 10	- - -	- - -	24 13 7	- - -	31 10 0	30 0 0
522 3 5	o 188 3 8	5 0 0	197 9 10	- - -	- - -	8 4 5	10 0 0	36 5 0	p 148 10 0
746 0 0	248 3 5	83 12 6	215 6 6	- - -	- - -	16 10 9	15 0 0	15 0 0	30 0 0
409 5 7	156 5 6	87 6 6	96 18 6	- - -	- - -	29 6 7	20 0 0	42 0 0	60 0 0
135 3 9	53 2 4	10 1 3	21 11 8	- - -	- - -	9 15 6	3 0 0	10 10 0	10 0 0
1,022 17 0	178 17 11	304 3 2	157 10 0	- - -	15 1 6	37 2 5	- - -	25 0 0	40 0 0
1,475 11 2	276 9 10	663 11 10	369 8 3	- - -	- - -	26 1 6	- - -	80 0 0	70 0 0
303 15 7	42 7 10	36 2 6	39 10 10	- - -	- - -	41 9 1	- - -	- - -	20 0 0
687 13 4	209 1 7	297 1 11	148 2 6	- - -	- - -	27 11 1	5 0 0	20 0 0	50 1 0
463 17 0	q 122 1 0	6 0 0	1 4 0	- - -	- - -	21 4 0	10 0 0	10 10 0	- - -
309 8 4	89 16 0	103 5 1	94 0 6	- - -	- - -	21 0 4	- - -	15 0 0	30 0 0
231 13 1	42 1 7	61 18 6	42 15 10	- - -	- - -	12 14 0	10 0 0	10 0 0	10 0 0
602 17 2	282 19 3	138 14 0	169 0 3	- - -	- - -	31 6 8	10 0 0	42 0 0	40 0 0
1,243 9 3	487 10 6	- - -	580 19 0	- - -	- - -	54 1 0	- - -	75 0 0	100 0 0
28,143 17 4	7,517 17 7	4,446 5 8	6,395 3 10	9 0 0	102 16 4	1,405 1 0	188 5 0	1,035 12 1	1,893 13 1
339 13 11	- - -	- - -	- - -	- - -	- - -	7 18 0	7 10 0	10 0 0	- - -
1,513 4 10	r 834 8 9	116 3 0	677 5 7	- - -	- - -	101 9 7	36 0 0	36 0 0	50 0 0
249 15 8	32 14 5	14 18 0	17 18 0	- - -	- - -	11 12 7	- - -	- - -	10 0 0
4,501 10 1	790 13 9	139 17 4	767 14 6	- - -	26 5 8	77 11 2	s 30 0 0	40 0 0	155 0 0
1,496 14 11	130 7 7	10 3 3	118 14 7	- - -	2 14 0	1 5 10	20 0 0	26 3 6	25 0 0
936 13 10	g 303 16 3	75 1 6	183 1 4	- - -	- - -	2 7 7	10 0 0	30 0 0	30 0 0
1,927 14 9	- - -	- - -	- - -	- - -	- - -	- - -	- - -	80 0 0	30 0 0
2,332 5 5	t 500 0 0	- - -	- - -	- - -	- - -	69 13 10	- - -	30 0 0	- - -
2,256 7 11	325 17 5	108 0 2	168 2 1	- - -	0 14 4	18 4 6	- - -	22 0 0	80 0 0
337 11 9	89 13 4	33 1 3	50 4 0	- - -	- - -	27 17 0	- - -	20 0 0	20 0 0
1,816 16 1	554 17 6	234 3 5	500 5 2	- - -	5 0 0	40 8 1	s 15 0 0	21 0 0	80 0 0
5,017 11 6	1,433 17 4	557 17 5	1,173 17 7	- - -	- - -	159 18 1	- - -	100 0 0	200 0 0
961 14 6	- - -	- - -	- - -	- - -	- - -	8 15 0	10 0 0	26 5 0	20 0 0
1,208 16 7	139 19 3	4 13 0	136 6 8	- - -	- - -	10 1 9	- - -	20 0 0	40 0 0
1,977 14 2	474 19 9	138 1 6	413 17 0	- - -	- - -	165 9 6	- - -	- - -	130 0 0

(Continued on page 36.)

d Including 21l. 10s. 11d. balance paid over to Highway Boards on the Trust ceasing. e For 2 years. f Including 150l. for extra services.
 / Including 75l. 12s. 6d. balance paid to parishes on the Trust ceasing. m Including 20l. for extra duties. n From sale of Trust property.
 Including payments to townships. s To accountant. t Allowance to townships. u For 2 years, and including 50l. for extra services.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF KENT.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Ashford and Ham Street	- - -	67 11 4	- - -	a 43 5 0	6 16 0	- - -	436 7 2
2. Ashford and Maidstone	- - -	- - -	- - -	- - -	2 9 9	- - -	348 14 1
3. Benenden	9 10 1	27 1 0	- - -	b 100 0 0	1 0 7	- - -	218 15 1
4. Bethersden	14 18 11	92 2 5	- - -	c 228 0 0	8 2 9	- - -	926 10 4
5. Biddenden	2 2 0	73 2 6	- - -	d 120 0 0	4 5 7	- - -	496 2 0
6. Brandbridges	- - -	219 17 11	- - -	e 270 0 0	- - -	- - -	924 2 4
7. Canterbury and Barham	9 13 4	141 9 0	- - -	d 176 0 0	0 6 0	- - -	655 19 11
Canterbury and Ramsgate:—							
8. First District	40 16 0	- - -	- - -	- - -	19 6 6	- - -	303 13 5
9. Second District	19 16 3	42 6 0	- - -	d 145 0 0	5 15 6	- - -	253 18 0
10. Canterbury and Sandwich	12 8 0	91 9 0	- - -	e 290 19 0	0 13 3	- - -	718 4 3
11. Chatham and Canterbury and Macknade Branch	13 15 2	- - -	9 12 0	- - -	223 16 2	- - -	1,334 19 0
12. Dartford and Strood	16 3 10	19 3 6	- - -	- - -	32 19 6	- - -	998 17 8
13. Dover to Barham Downs	25 8 7	- - -	- - -	- - -	16 19 10	- - -	641 6 3
14. Dover and Sandgate	- - -	38 7 0	- - -	- - -	68 18 2	- - -	693 7 4
15. Dover to Sandwich, through Deal	22 18 8	101 2 0	- - -	50 0 0	39 11 4	- - -	1,206 6 2
16. Dover to Sandwich, through Wal- dershare	15 4 4	84 14 11	- - -	100 0 0	22 12 3	- - -	548 8 4
17. Faversham, Hythe, and Canterbury	13 16 3	65 17 2	- - -	200 0 0	122 10 1	- - -	1,524 15 6
18. Folkestone and Barham	31 10 1	62 1 0	- - -	- - -	9 1 10	- - -	293 16 10
19. Goudhurst	6 7 8	59 16 3	- - -	f 100 0 0	4 7 9	- - -	323 11 8
20. Goudhurst, Gore, and Stilebridge	- - -	28 10 0	- - -	200 0 0	7 10 10	- - -	549 10 4
21. Gravesend and Wrotham	16 15 10	98 19 8	- - -	d 88 0 0	7 18 2	- - -	630 11 7
22. Greenwich and Woolwich, Lower Road	74 14 3	46 0 10	- - -	- - -	45 10 6	- - -	1,195 10 5
23. Hawkhurst Junction	- - -	- - -	- - -	- - -	52 15 1	- - -	144 10 0
24. Herne Bay	13 3 0	48 16 6	- - -	g 89 0 0	19 12 0	- - -	422 11 2
25. Kipping's Cross and Flimwell	8 4 2	135 15 11	- - -	e 150 0 0	3 15 11	- - -	481 3 3
26. Kipping's Cross and Wilsley Green	5 15 10	- - -	- - -	- - -	17 9 1	- - -	581 18 3
27. Maidstone and Biddenden	- - -	313 5 7	- - -	h 200 0 0	13 11 6	- - -	908 0 5
28. Maidstone and Cranbrook	53 5 8	- - -	- - -	- - -	29 0 4	- - -	1,997 11 0
29. Maidstone to Key Street	29 0 10	- - -	- - -	- - -	4 15 1	- - -	308 10 11
30. Malling and Strood	- - -	40 10 0	- - -	e 260 0 0	- - -	- - -	658 16 2
31. Rochester and Maidstone	5 5 0	- - -	- - -	- - -	5 7 6	- - -	604 5 5
32. Sandwich, Margate, and Ramsgate	23 2 8	51 2 8	- - -	- - -	9 4 8	- - -	707 3 2
33. Sevenoaks	- - -	- - -	- - -	- - -	3 7 0	- - -	495 4 1
34. Stockershead to Bagham's Cross	2 2 0	- - -	- - -	i 50 0 0	3 5 0	- - -	173 7 9
35. Tenterden	3 12 6	167 4 0	- - -	e 238 7 6	27 3 5	- - -	1,194 2 5
36. Tonbridge	20 11 10	- - -	- - -	- - -	51 17 10	- - -	1,558 1 1
37. Tonbridge and Ightham	63 6 10	- - -	- - -	- - -	5 6 6	- - -	248 3 7
38. Tonbridge and Maidstone	27 17 6	- - -	- - -	- - -	38 3 7	- - -	822 19 2
39. Wadhurst and West Farleigh	7 19 11	67 12 1	- - -	e 225 0 0	9 10 8	- - -	481 1 6
40. Whitstable	- - -	- - -	- - -	- - -	19 0 9	- - -	372 2 8
41. Woodchurch	- - -	42 19 11	- - -	- - -	3 17 8	- - -	236 7 6
42. Wrotham Heath	- - -	- - -	- - -	- - -	2 3 0	- - -	716 3 2
43. Wrotham and Maidstone	- - -	- - -	- - -	- - -	2 0 0	- - -	1,299 10 6
£	609 7 0	2,226 18 2	9 12 0	3,323 11 6	971 18 11	- - -	30,135 2 2
COUNTY OF LANCASTER.							
1. Adlington and Westhoughton	- - -	40 4 2	- - -	300 0 0	9 15 1	- - -	375 7 3
2. Barton Bridge and Moses Gate	- - -	22 2 6	344 12 6	- - -	65 18 8	- - -	2,284 0 7
3. Barton Bridge and Stretford	14 10 8	71 6 9	- - -	50 0 0	12 8 9	- - -	235 9 2
4. Blackburn to Addingham and Cocking End	22 18 6	746 17 8	- - -	k 2,720 0 0	31 16 8	- - -	5,548 15 3
5. Blackburn and Preston	- - -	350 6 4	- - -	800 0 0	6 11 7	- - -	1,491 6 8
6. Blackburn to Walton Cop	8 8 9	186 15 10	- - -	- - -	9 19 11	- - -	839 11 2
7. Bolton and Blackburn	7 16 6	609 14 5	- - -	m 1,227 10 0	10 0 0	- - -	1,965 0 11
8. Bolton and Nightingales	7 17 0	374 1 10	- - -	n 910 0 0	60 2 6	- - -	1,951 15 2
9. Bolton and St. Helen's	246 5 7	190 17 1	- - -	o 984 0 0	6 10 10	- - -	2,150 12 0
10. Bolton and Westhoughton	3 3 0	68 10 0	- - -	- - -	7 10 11	- - -	319 19 6
11. Burnley to Edenfield Chapel	36 0 1	119 11 0	- - -	240 0 0	20 9 4	- - -	1,866 14 7
12. Bury to Blackburn, Whalley, &c.	45 4 0	255 5 4	677 8 3	400 0 0	121 9 8	- - -	5,129 17 8
13. Bury and Bolton	- - -	210 18 11	- - -	q 850 16 0	- - -	- - -	1,126 14 11
14. Clitheroe to Blackburn and Mellor Brook	5 9 4	619 10 0	- - -	r 245 0 0	23 0 6	- - -	1,244 0 6
15. Crossford Bridge and Manchester	43 0 0	- - -	119 0 0	- - -	s 357 8 1	- - -	1,841 15 10
a For debts of 50l.		b For debts of 120l.		c For debts of 331l. 12s.		d For debts of 200l.	
i For debts of 250l.		k For debts of 2,740l. 0s. 4d.		l Including 1,250l. at 5 per cent.		m For debts of 1,409l. 18s. 3d.	
q For debts of 1,308l. 4s. 10d.		r For debts of 350l.		s Including 97l. 13s. 1d. rents, and 157l. 1s. 5d. for watering.			

(Continued from page 35.)

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,700 0 0	4	-	-	-	1,700 0 0	-	-	-	-	134 0 8	134 0 8
580 0 0	4	-	-	-	580 0 0	-	-	-	-	593 9 4	593 9 4
2,603 13 11	3	-	39 1 0	-	2,642 14 11	-	-	35 0 0	-	41 11 5	76 11 5
2,002 10 0	3	-	-	-	2,002 10 0	-	-	-	-	86 7 3	86 7 3
6,046 9 6	3½	-	222 5 2	-	6,268 14 8	-	-	-	-	236 19 2	236 19 2
2,900 0 0	4½	17 4 11	64 3 3	-	2,981 8 2	-	-	-	-	516 16 6	516 16 6
2,300 0 0	2	-	55 0 0	-	2,355 0 0	-	-	-	-	112 9 1	112 9 1
1,950 0 0	4	27 12 9	3 18 8	-	1,981 11 5	48 13 0	-	-	-	161 0 11	161 0 11
600 0 0	5 & 4½	145 15 2	9 15 10	-	755 11 0	-	-	-	-	90 11 11	139 4 11
1,989 16 0	3	191 14 6	20 7 0	-	2,201 17 6	17 2 0	-	20 15 0	-	101 15 2	101 15 2
1,033 0 0	5	-	460 17 6	-	1,493 17 6	-	-	-	79 14 1	294 17 11	294 17 11
1,450 0 0	8	-	77 10 0	-	1,527 10 0	-	-	-	-	63 9 1	101 6 1
1,350 0 0	4	-	-	-	1,350 0 0	-	-	-	-	2 2 7	81 16 8
4,136 17 6	1½	-	-	-	4,136 17 6	53 5 1	-	-	-	200 4 9	200 4 9
1,950 0 0	3	110 17 10	-	-	2,060 17 10	-	-	-	-	823 12 3	823 12 3
850 0 0	3	29 9 10	-	-	879 9 10	-	-	-	-	95 16 7	149 1 8
4,900 0 0	2	-	317 0 0	-	5,217 0 0	-	-	-	-	62 0 7	62 0 7
1,594 3 2	2½ & 3½	250 0 11	23 8 0	-	1,867 12 1	-	-	-	-	188 4 3	188 4 3
16,250 0 0	5	502 2 10	19,379 2 6	-	36,131 5 4	-	-	-	-	193 14 3	193 14 3
1,550 0 0	3	-	-	-	1,550 0 0	-	-	-	-	709 14 6	709 14 6
5,680 10 0	2	46 7 2	-	-	5,726 17 2	-	-	-	-	86 10 0	86 10 0
8,721 10 0	4	134 12 1	240 17 9	-	134 12 1	-	-	-	-	281 8 7	281 8 7
2,520 0 0	2	-	215 16 0	-	2,735 16 0	-	-	-	-	341 10 9	341 10 9
1,400 0 0	4	-	50 10 0	-	1,450 10 0	-	-	-	-	107 1 6	107 1 6
1,300 0 0	1d.	-	0 7 6	-	1,300 7 6	-	-	-	-	226 9 5	226 9 5
5,265 0 0	3	20 0 0	-	-	5,285 0 0	-	-	-	-	309 4 3	309 4 3
4,862 10 0	None	-	-	-	4,862 10 0	1 2 6	60 0 0	-	-	368 12 4	368 12 4
2,350 0 0	2½	25 4 0	-	115 4 0	115 4 0	-	-	-	-	74 19 4	74 19 4
2,449 14 11	2	-	3 10 0	-	2,453 4 11	-	63 7 11	-	-	92 8 0	92 8 0
-	-	345 17 6	-	-	345 17 6	-	-	-	-	529 14 11	529 14 11
92,285 15 0	-	1,846 19 6	21,183 10 2	115 4 0	115,431 8 8	120 2 7	123 7 11	55 15 0	83 14 1	23 16 7	84 19 1
1,850 0 0	2	-	6 0 0	-	1,856 0 0	-	-	-	-	357 12 0	357 12 0
500 0 0	4½	-	18 4 0	200 17 5	719 1 5	-	-	-	-	212 5 11	212 5 11
1,450 0 0	5	25 0 8	-	-	1,475 0 8	-	-	-	-	56 5 6	119 13 5
9,466 13 4	4	-	119 7 4	-	9,586 0 8	-	-	-	-	328 3 7	328 3 7
16,608 2 6	2	-	167 19 7	-	16,776 2 1	-	-	-	-	451 11 4	451 11 4
7,406 10 0	3	115 0 0	292 19 10	-	7,814 9 10	-	-	-	-	190 1 0	190 1 0
14,107 11 3	3½	1 1 0	10 6 6	-	14,118 18 9	-	-	-	-	90 3 8	90 3 8
11,828 3 4	3	-	-	-	11,828 3 4	-	-	-	-	1,935 0 0	1,935 0 0
3,511 4 10	4	62 8 10	-	-	3,573 13 8	-	-	-	-	535 16 3	535 16 3
1,370 0 0	5	31 18 10	-	-	1,401 18 10	-	-	-	-	374 13 3	374 13 3
2,380 0 0	5	-	31 0 0	-	2,411 0 0	-	-	-	-	201 16 5	201 16 5
4,000 0 0	5	-	-	-	4,000 0 0	-	-	-	-	1,498 8 2	1,498 8 2
9,620 19 3	2	-	34 0 0	-	9,654 19 3	-	-	-	-	154 13 4	154 13 4
11,850 0 0	5	-	-	-	11,850 0 0	-	-	-	-	90 10 5	90 10 5
-	-	-	-	-	-	-	-	-	-	208 8 10	208 8 10
-	-	-	-	-	-	-	-	-	-	76 4 5	76 4 5
-	-	-	-	-	-	-	-	-	-	170 18 9	170 18 9
-	-	-	-	-	-	-	-	-	-	22 0 1	22 0 1
-	-	-	-	-	-	-	-	-	-	214 4 2	214 4 2

e For debts of 300l. f For debts of 150l.

g For debts of 100l.

h For debts of 833l.

n For debts of 1,016l. 13s. 4d.

o For debts of 1,033l. 10s. 2d.

p Including 200l. at 4 per cent.

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.					9. Amount of Money borrowed on the Security of the Toll.
	Balance in Treasurers' Hands on 1st Jan. 1867.		Balance due to the Treasurers on 1st Jan. 1867.		4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	
	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF LANCASTER—cont.										
16. Dryclough, Shaw, and Rochdale -	4,103 4 1	- - -	- - -	- - -	1,224 0 0	- - -	- - -	- - -	41 6 5	- - -
17. Edenfield Chapel to Little Bolton -	769 19 10	- - -	- - -	- - -	1,990 14 7	18 0 0	- - -	- - -	11 7 7	- - -
18. Elton and Blackburn -	71 10 4	- - -	- - -	- - -	600 0 0	- - -	- - -	- - -	3 10 7	- - -
19. Finnington and Chorley -	- - -	- - -	342 2 11	- - -	303 4 6	96 17 1	- - -	- - -	10 7 6	- - -
20. Garstang and Heiring-syke -	175 18 5	- - -	- - -	- - -	507 10 0	- - -	- - -	- - -	4 16 4	- - -
21. Haslingden and Todmorden -	493 4 8	- - -	- - -	- - -	3,603 13 7	30 0 0	- - -	0 19 3	176 15 7	- - -
22. Hulton -	39 13 11	- - -	- - -	- - -	766 13 4	- - -	- - -	0 19 3	0 1 11	- - -
23. Ince, Hindley, and Westhoughton -	166 12 5	- - -	- - -	- - -	665 0 0	- - -	- - -	- - -	- - -	- - -
24. Kirkby Kendal and Kirkby Ireleth -	197 19 9	- - -	- - -	- - -	360 0 0	- - -	- - -	- - -	- - -	- - -
25. Liverpool, Prescott, Ashton, and Warrington -	1,076 8 2	- - -	- - -	- - -	4,899 1 9	- - -	- - -	39 18 3	559 6 8	- - -
26. Liverpool and Preston -	427 6 8	- - -	- - -	- - -	3,714 13 8	- - -	- - -	38 4 3	62 1 10	- - -
27. Livesey Branch -	242 16 8	- - -	- - -	- - -	52 0 0	- - -	- - -	- - -	- - -	- - -
28. Manchester and Ashton-under- Lyne New Road -	42 6 3	- - -	- - -	- - -	800 0 0	- - -	- - -	- - -	22 18 10	- - -
29. Manchester and Bury New Road -	100 0 8	- - -	- - -	- - -	1,900 0 0	- - -	- - -	- - -	119 - 0 9	- - -
30. Manchester, Oldham, and Auster- lands -	64 4 9	- - -	- - -	- - -	3,486 7 6	- - -	- - -	2 0 0	36 11 2	- - -
31. Manchester to Rochdale, &c., Manchester District -	158 10 3	- - -	- - -	- - -	1,120 0 0	- - -	- - -	- - -	50 2 6	- - -
32. Manchester and Saltersbrook -	234 3 1	- - -	- - -	- - -	3,291 17 1	- - -	- - -	- - -	52 4 11	- - -
33. Mather Fold -	34 19 8	- - -	- - -	- - -	58 16 1	- - -	- - -	- - -	0 11 5	- - -
34. Moses Gate District -	168 12 9	- - -	- - -	- - -	1,405 0 0	- - -	- - -	- - -	c 223 11 8	- - -
35. Ditto, Ringley District -	- - -	- - -	381 19 4	- - -	573 6 8	- - -	- - -	- - -	24 13 7	2,400 0 0
36. Oldham and Ripponden -	270 5 8	- - -	- - -	- - -	897 0 0	- - -	- - -	- - -	4 17 2	- - -
37. Pendleton Roads -	547 10 4	- - -	- - -	- - -	8,348 0 0	- - -	- - -	- - -	1,070 8 6	- - -
38. Penwortham and Wrightington -	- - -	- - -	82 2 0	- - -	950 8 0	- - -	- - -	- - -	0 10 9	- - -
39. Preston and Garstang -	485 3 5	- - -	- - -	- - -	1,040 0 0	- - -	- - -	- - -	- - -	- - -
40. Prestwich, Bury, and Radcliffe -	1,815 5 8	- - -	- - -	- - -	2,330 9 1	- - -	- - -	- - -	142 5 11	- - -
41. Radcliffe -	595 17 8	- - -	- - -	- - -	1,250 0 0	- - -	- - -	0 2 6	21 19 1	- - -
42. Ridgill and Lanes, and Holehouse -	35 14 11	- - -	- - -	- - -	546 8 2	436 11 7	- - -	- - -	- - -	- - -
43. Rochdale and Burnley -	1,328 8 8	- - -	- - -	- - -	4,117 8 7	- - -	- - -	1 0 0	94 7 4	- - -
44. Rochdale and Edenfield -	299 13 0	- - -	- - -	- - -	651 0 0	- - -	- - -	- - -	2 15 2	- - -
45. Rochdale Lane-end to Land's-end in Heaton -	18 19 2	- - -	- - -	- - -	386 14 0	- - -	- - -	- - -	4 17 5	- - -
46. Rochdale and Manchester -	636 9 7	- - -	- - -	- - -	3,320 0 0	- - -	- - -	- - -	171 10 10	- - -
47. Sharples and Hoghton -	1,920 16 10	- - -	- - -	- - -	341 17 9	- - -	- - -	0 5 0	29 18 6	- - -
48. Standedge and Oldham -	257 19 2	- - -	- - -	- - -	565 0 0	- - -	- - -	- - -	2 8 0	- - -
49. Ditto, Dobercross Road -	26 12 8	- - -	- - -	- - -	20 0 0	- - -	- - -	- - -	- - -	- - -
50. Ditto, Delph Road -	225 0 0	- - -	- - -	- - -	8 8 2	- - -	- - -	- - -	- - -	1,655 0 0
51. Sudden Bridge to Bury -	16 15 1	- - -	- - -	- - -	1,048 13 9	120 0 0	- - -	- - -	20 18 9	- - -
52. Ulverstone, Milnthorpe, and Lan- caster -	700 15 6	- - -	- - -	- - -	641 2 6	- - -	- - -	- - -	24 18 4	- - -
53. Warrington to Lower Irlam -	81 4 2	- - -	- - -	- - -	197 0 0	- - -	- - -	- - -	2 15 1	- - -
54. Warrington and Wigan -	561 16 8	- - -	- - -	- - -	656 5 6	- - -	- - -	0 6 0	18 15 6	- - -
55. Wigan and Preston, North of Yarrow -	318 9 1	- - -	- - -	- - -	940 0 0	- - -	- - -	- - -	4 3 9	- - -
£	25,769 6 2		806 4 3		84,792 11 4	1,611 15 6	- - -	92 5 6	3,757 10 4	4,055 0 0
COUNTY OF LEICESTER.										
1. Ashby-de-la-Zouch -	565 6 8	- - -	- - -	- - -	1,394 15 0	- - -	- - -	- - -	3 18 6	- - -
2. Bridgeford Lane and Kettering (South Part of Northern Di- vision) -	13 8 1	- - -	- - -	- - -	519 2 1	- - -	- - -	- - -	c 135 8 0	- - -
3. Burton Bridge to Market Bosworth -	2,502 12 9	- - -	- - -	- - -	939 13 8	- - -	- - -	- - -	33 2 0	- - -
4. Desford -	132 18 10	- - -	- - -	- - -	310 8 4	- - -	- - -	- - -	- - -	- - -
5. Hinckley and Lutterworth -	203 19 7	- - -	- - -	- - -	557 3 4	- - -	- - -	- - -	- - -	- - -
6. Hinckley and Melbourne -	549 11 3	- - -	- - -	- - -	753 1 2	- - -	- - -	- - -	- - -	- - -
7. Hinckley and Narborough -	717 3 1	- - -	- - -	- - -	1,194 14 5	- - -	- - -	0 6 6	- - -	- - -
8. Hinckley and Narborough (through Sapote) -	- - -	- - -	- - -	- - -	101 3 10	- - -	- - -	- - -	- - -	- - -
9. Leicester and Lutterworth -	172 3 11	- - -	- - -	- - -	682 5 0	- - -	- - -	0 6 0	- - -	- - -
10. Leicester and Peterborough, Lei- cester District -	779 13 0	- - -	- - -	- - -	1,297 5 0	- - -	- - -	- - -	0 18 6	- - -
11. Leicester and Welford -	381 4 7	- - -	- - -	- - -	819 5 0	- - -	- - -	- - -	- - -	- - -
12. Loughborough to Ashby-de-la- Zouch, &c., and Loughborough to Cavendish Bridge (united) -	268 19 7	- - -	- - -	- - -	1,195 0 0	- - -	- - -	- - -	1 4 0	- - -

a Including materials, &c.

b For two years.

c Including 200l. from Ringley Branch.

EXPENDITURE.

EXPENDITURE.											
10.	11.	12.	13.	14.	15.	16.	17.	18.		19.	
TOTAL	Mannual	Team Labour	Materials	Land	Damage	Tradesmen's	Salaries of				
INCOME.	Labour.	and Carriage of	for Surface	purchased.	done in	Bills.	Treasurer.	Clerk.	Surveyor.		
		Materials.	Repairs.		obtaining						
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
16.	1,265 6 5	- - -	- - -	- - -	- - -	- - -	41 1 6	- - -	20 0 0	13 1 3	
17.	2,020 2 2	14 1 7	2 5 0	12 7 6	- - -	- - -	23 3 4	- - -	45 0 0	30 0 0	
18.	603 10 7	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	15 0 0	20 0 0	
19.	410 9 1	a 107 16 11	- - -	- - -	- - -	- - -	1 16 9	- - -	- - -	10 0 0	
20.	512 6 4	- - -	- - -	- - -	- - -	- - -	21 12 0	10 0 0	10 10 0	5 5 0	
21.	3,811 8 5	973 15 7	274 6 5	580 9 4	- - -	42 0 6	58 1 8	25 0 0	5 5 0	120 0 0	
22.	767 14 6	312 15 11	102 10 11	102 4 10	- - -	2 7 2	18 6 0	- - -	b 40 0 0	40 0 0	
23.	665 0 0	207 11 11	104 10 10	123 14 10	- - -	- - -	- - -	10 0 0	10 10 0	15 0 0	
24.	360 0 0	8 5 7	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	25 0 0	
25.	5,498 6 8	1,611 10 10	747 8 10	1,132 3 9	- - -	- - -	216 1 2	50 0 0	10 10 0	280 0 0	
26.	3,814 19 9	1,208 19 7	488 12 10	1,611 4 0	- - -	- - -	77 12 8	50 0 0	75 0 0	225 0 0	
27.	52 0 0	- - -	- - -	- - -	- - -	- - -	- - -	1 1 0	5 0 0	- - -	
28.	822 18 10	169 5 8	22 7 9	126 19 2	- - -	- - -	23 3 10	- - -	20 0 0	10 0 0	
29.	2,019 0 9	222 17 7	73 7 8	886 8 0	- - -	1 0 0	38 6 7	- - -	42 0 0	45 0 0	
30.	3,524 18 8	661 3 3	218 2 8	1,033 4 4	4 0 0	- - -	46 12 6	- - -	80 0 0	200 0 0	
31.	1,170 2 6	207 19 1	189 15 7	291 9 0	- - -	- - -	52 16 3	- - -	42 0 0	65 0 0	
32.	3,344 2 0	1,169 16 1	420 13 2	1,329 17 7	- - -	3 0 1	226 11 4	50 0 0	- - -	177 18 0	
33.	59 7 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	1 0 0	
34.	1,628 11 8	454 13 9	133 12 5	390 6 3	- - -	8 13 8	55 11 3	- - -	21 0 0	50 0 0	
35.	2,998 0 3	106 3 0	15 19 9	23 16 6	- - -	1 15 0	19 5 9	- - -	5 0 0	20 0 0	
36.	901 17 2	- - -	- - -	- - -	- - -	- - -	15 16 11	- - -	25 0 0	20 0 0	
37.	9,418 8 6	3,190 5 6	1,410 1 5	3,124 7 3	- - -	13 12 6	189 1 6	- - -	105 0 0	300 0 0	
38.	950 18 9	294 7 2	67 8 5	241 9 2	- - -	- - -	- - -	- - -	40 0 0	- - -	
39.	1,040 0 0	d 120 0 0	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	10 0 0	
40.	2,472 15 0	419 7 5	80 7 1	416 19 8	- - -	- - -	176 9 3	10 0 0	26 5 0	80 0 0	
41.	1,272 1 7	286 4 10	95 1 6	426 4 0	- - -	1 0 0	48 9 11	- - -	31 10 0	12 0 0	
42.	982 19 9	318 10 8	130 18 10	159 1 6	- - -	10 6 7	30 8 4	- - -	- - -	30 0 0	
43.	4,212 15 11	851 15 10	409 2 4	723 17 8	- - -	2 9 2	69 1 5	25 0 0	20 0 0	125 0 0	
44.	653 15 2	- - -	- - -	- - -	- - -	- - -	2 13 2	- - -	21 0 0	6 6 0	
45.	391 11 5	1 7 10	- - -	- - -	- - -	- - -	15 17 6	- - -	21 0 0	20 0 0	
46.	3,491 10 10	739 19 6	370 18 0	846 10 0	60 0 0	- - -	151 12 8	- - -	70 0 0	145 0 0	
47.	372 1 3	- - -	- - -	- - -	- - -	- - -	- - -	- - -	25 0 0	10 0 0	
48.	567 8 0	- - -	- - -	9 12 0	- - -	- - -	59 9 9	- - -	- - -	- - -	
49.	20 0 0	- - -	- - -	- - -	- - -	- - -	16 2 6	- - -	- - -	- - -	
50.	1,663 8 2	- - -	- - -	- - -	258 12 1	- - -	- - -	- - -	- - -	- - -	
51.	1,189 12 6	133 17 10	23 14 0	206 4 6	- - -	- - -	19 17 6	- - -	25 0 0	30 0 0	
52.	666 0 10	190 0 0	30 0 0	30 0 0	- - -	- - -	10 12 2	10 0 0	10 0 0	20 0 0	
53.	199 15 1	- - -	- - -	- - -	- - -	- - -	- - -	7 10 0	10 0 0	- - -	
54.	675 7 0	- - -	- - -	- - -	- - -	- - -	7 17 0	15 0 0	10 0 0	5 0 0	
55.	944 3 9	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	20 0 0	- - -	
	94,309 2 8	19,593 18 3	6,843 5 3	18,040 17 4	322 12 1	120 18 8	2,436 4 8	412 1 0	1,397 18 6	3,035 10 3	
1.	1,398 13 6	216 2 8	132 9 2	362 19 3	- - -	1 1 8	74 17 4	- - -	42 10 0	55 5 0	
2.	654 10 1	89 7 1	36 7 9	303 15 5	- - -	- - -	24 3 7	- - -	20 0 0	50 0 0	
3.	972 15 8	239 6 8	38 3 0	693 19 9	- - -	- - -	121 10 2	- - -	15 0 0	40 0 0	
4.	310 8 4	- - -	- - -	- - -	- - -	- - -	30 2 2	- - -	6 6 0	- - -	
5.	557 3 4	45 11 3	57 14 0	57 11 4	- - -	- - -	2 18 0	- - -	25 0 0	30 0 0	
6.	753 1 2	177 16 3	70 3 5	92 11 10	- - -	- - -	63 7 11	10 0 0	25 0 0	45 0 0	
7.	1,195 0 11	351 7 4	75 12 9	380 17 3	175 0 9	4 14 8	105 1 11	- - -	47 10 0	61 15 0	
8.	101 3 10	- - -	- - -	- - -	- - -	- - -	6 4 0	- - -	- - -	10 0 0	
9.	682 11 0	95 6 9	2 9 9	297 14 5	- - -	- - -	55 16 7	- - -	32 10 0	42 5 0	
10.	1,298 3 6	160 16 1	151 5 9	304 16 4	- - -	- - -	58 18 4	- - -	37 10 0	48 15 0	
11.	819 5 0	83 5 9	5 10 5	111 3 10	- - -	- - -	36 2 2	- - -	37 10 0	48 15 0	
12.	1,196 4 0	273 8 10	215 4 1	432 11 7	- - -	- - -	56 5 8	10 0 0	30 0 0	100 0 0	

d Paid to townships.

e Including 86l. 7s. 7d. from Southern Division, and 45l. 19s. 5d. from Northern Division.

(Continued from page 39.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF LANCASTER—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
16. Dryclough, Shaw, and Rochdale -	423 19 1	4,220 18 2	- - -	- - -	35 14 8	- - -	4,754 14 8
17. Edenfield Chapel to Little Bolton -	- - -	394 11 6	- - -	d 1,191 13 9	42 5 4	- - -	1,755 8 0
18. Elton and Blackburn -	- - -	157 0 6	- - -	e 300 0 0	12 2 9	- - -	509 3 3
19. Fittington and Chorley -	15 0 8	18 7 10	- - -	- - -	42 7 9	- - -	195 9 11
20. Garstang and Heiring-syke -	- - -	321 0 10	- - -	- - -	3 14 0	- - -	372 1 10
21. Haslingden and Todmorden -	32 1 9	536 0 2	173 17 3	g 872 10 0	70 5 4	- - -	3,763 13 0
22. Hulton -	25 13 7	2 10 0	- - -	- - -	22 18 9	- - -	669 7 2
23. Ince, Hindley, and Westhoughton -	35 7 11	90 7 4	- - -	- - -	21 12 6	- - -	618 15 4
24. Kirkby Kendal and Kirkby Ireleth -	- - -	73 18 0	- - -	170 0 0	31 18 9	- - -	324 2 4
25. Liverpool, Prescott, Ashton, and Warrington -	86 17 7	183 3 0	640 18 2	- - -	207 6 0	- - -	5,165 19 4
26. Liverpool and Preston -	- - -	86 10 8	- - -	250 0 0	16 6 3	- - -	4,089 6 0
27. Livesey Branch -	- - -	- - -	- - -	h 165 0 0	4 2 1	- - -	175 3 1
28. Manchester and Ashton-under-Lyne New Road -	3 16 0	42 15 7	- - -	- - -	0 10 10	- - -	418 18 10
29. Manchester and Bury New Road -	- - -	- - -	- - -	i 337 10 0	51 8 4	- - -	1,697 18 2
30. Manchester, Oldham, and Austerlands -	57 5 11	69 14 6	12 1 6	190 8 0	97 12 4	- - -	2,670 5 0
31. Manchester to Rochdale, &c., Manchester District -	19 17 2	61 15 3	- - -	- - -	72 12 8	- - -	1,003 5 0
32. Manchester and Salterbrook -	155 0 0	- - -	- - -	- - -	89 12 4	- - -	3,622 8 7
33. Mather Fold -	- - -	11 9 8	- - -	k 45 0 0	4 3 5	- - -	66 13 1
34. Moses Gate District -	300 15 5	38 16 8	- - -	- - -	16 0 9	- - -	1,469 10 2
35. Ditto, Ringley District -	239 5 6	98 11 0	- - -	- - -	l 206 12 11	- - -	736 9 5
36. Oldham and Ripponden -	30 1 7	298 2 0	- - -	m 472 10 0	14 1 10	- - -	875 12 4
37. Pendleton Roads -	2 2 0	36 2 6	1 0 0	- - -	386 15 9	- - -	8,758 8 5
38. Penwortham and Wrightington -	13 2 1	35 8 0	- - -	- - -	34 13 3	- - -	726 8 1
39. Preston and Garstang -	- - -	145 8 0	- - -	n 803 11 6	- - -	- - -	1,098 19 6
40. Prestwich, Bury, and Radcliffe -	- - -	70 11 6	- - -	1,500 0 0	145 6 8	- - -	2,925 6 7
41. Radcliffe -	59 11 0	122 2 0	1 0 8	300 0 0	20 6 1	- - -	1,403 10 0
42. Ridgill and Lanes, and Holehouse -	76 16 1	96 0 0	- - -	300 0 0	16 13 2	- - -	1,167 15 2
43. Rochdale and Burnley -	74 15 3	529 9 7	- - -	o 1,178 0 0	81 10 4	- - -	4,090 1 7
44. Rochdale and Edenfield -	12 10 4	177 7 10	- - -	p 766 18 6	8 15 4	- - -	995 11 2
45. Rochdale Lane-end to Land's-end in Heaton -	1 6 8	39 7 4	- - -	- - -	1 0 6	- - -	99 19 10
46. Rochdale and Manchester -	127 17 10	141 4 10	165 15 7	550 0 0	q 185 4 3	- - -	3,554 2 8
47. Sharples and Hoghton -	- - -	12 0 6	- - -	s 48 15 0	9 0 0	- - -	104 15 6
48. Standedge and Oldham -	528 11 4	- - -	- - -	- - -	44 15 2	- - -	642 8 3
49. Ditto, Dobeross Road -	- - -	- - -	- - -	27 0 0	3 11 8	- - -	46 14 2
50. Ditto, Delph Road -	54 16 6	- - -	1,553 15 8	- - -	16 5 0	- - -	1,883 9 3
51. Sudden Bridge to Bury -	3 14 8	184 18 2	- - -	- - -	9 15 8	- - -	637 2 4
52. Ulverstone, Milnthorpe, and Lancaster -	- - -	- - -	- - -	488 0 0	7 11 10	- - -	796 4 0
53. Warrington to Lower Irlam -	5 19 10	37 0 5	- - -	- - -	1 15 0	- - -	62 5 3
54. Warrington and Wigan -	12 7 1	532 15 1	- - -	- - -	1 12 1	- - -	584 11 3
55. Wigan and Preston, North of Yarrow -	- - -	798 3 4	- - -	t 200 0 0	10 1 10	- - -	1,033 5 2
£	2,838 6 3	13,529 13 7	3,689 9 7	18,884 2 9	2,791 5 8	- - -	93,936 3 10
COUNTY OF LEICESTER.							
1. Ashby-de-la-Zouch -	21 13 10	23 17 8	52 3 0	50 0 0	15 16 6	- - -	1,048 16 1
2. Bridgeford Lane and Kettering (South Part of Northern Division) -	15 16 9	- - -	- - -	- - -	14 1 3	- - -	553 11 10
3. Burton Bridge to Market Bosworth -	- - -	74 5 8	180 14 10	50 0 0	16 9 7	- - -	1,469 9 8
4. Desford -	23 3 5	46 3 6	- - -	u 200 0 0	- - -	- - -	305 15 1
5. Hinckley and Lutterworth -	5 0 0	63 9 6	- - -	x 200 0 0	21 7 10	- - -	508 11 11
6. Hinckley and Melbourne -	- - -	75 14 11	- - -	z 477 5 0	31 14 5	- - -	1,068 13 9
7. Hinckley and Narborough -	19 8 8	- - -	456 12 1	- - -	11 11 6	- - -	1,689 11 11
8. Hinckley and Narborough (through Sapcote) -	- - -	- - -	- - -	84 19 10	- - -	- - -	101 3 10
9. Leicester and Lutterworth -	- - -	21 16 11	- - -	aa 150 0 0	- - -	- - -	697 19 5
10. Leicester and Peterborough, Leicester District -	25 1 2	- - -	- - -	- - -	bb 666 0 9	- - -	1,453 3 5
11. Leicester and Welford -	- - -	143 6 5	- - -	cc 400 0 0	- - -	- - -	865 13 7
12. Loughborough to Ashby-de-la-Zouch, &c., and Loughborough to Cavendish Bridge (united) -	4 5 0	99 4 9	- - -	dd 285 0 0	- - -	- - -	1,505 19 11

a Reduced 220*l.* unclaimed after notice. b Under new Act to be reduced to 2 per cent. after two years.
f Including 15,398*l.* 10*s.* 10*d.* at 10*s.* per cent. g For debts of 1,000*l.* h For debts of 368*l.* i For debts of 377*l.* 15*s.* 7*d.*
o For debts of 1,240*l.* p For debts of 972*l.* 10*s.* q Including 90*l.* 4*s.* 5*d.* for watering. r Including 720*l.* at 4 per cent.
z For debts of 560*l.* aa For debts of 151*l.* bb Including 652*l.* 8*s.* 9*d.* paid to the Uppingham District.

TURNPIKE TRUSTS IN ENGLAND AND WALES, 1867.

41

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
16. 20,174 10 0	b 5	103 19 10	c 356 14 10	-	20,635 4 8	-	-	-	-	613 15 10	613 15 10
17. 11,875 12 2	3½	-	321 19 4	-	12,197 11 6	-	-	-	260 14 7	1,034 14 0	1,295 8 7
18. 18,415 10 10	2½	-	9 3 9	-	18,424 14 7	-	-	-	-	165 17 8	165 17 8
19. 367 17 8	5	-	18 7 10	127 3 9	513 9 3	-	96 17 1	-	-	-	96 17 1
20. 11,664 19 10	2½	8 11 4	-	-	11,673 11 2	75 10 0	-	-	-	316 2 11	391 12 11
21. 13,396 14 0	3½	-	162 5 3	-	13,558 19 3	-	-	-	-	541 0 1	541 0 1
22. 50 0 0	5	-	2 10 0	-	52 10 0	-	-	-	-	138 1 3	138 1 3
23. 2,300 0 0	4	-	-	-	2,300 0 0	-	-	-	88 11 4	212 17 1	301 8 5
24. 1,678 0 0	4	-	-	-	1,678 0 0	-	-	-	-	233 17 5	233 17 5
25. 4,070 0 0	4½	-	-	-	4,070 0 0	-	-	-	-	1,408 15 6	1,408 15 6
26. 1,950 0 0	4	-	-	-	1,950 0 0	-	-	-	-	153 0 5	153 0 5
27. 467 0 0	None	-	-	-	467 0 0	-	-	-	-	119 13 7	119 13 7
28. 9,298 10 7	½	-	23 5 0	-	9,321 15 7	-	-	-	-	446 6 3	446 6 3
29. 4,110 1 5	None	-	-	-	4,110 1 5	-	-	-	-	421 3 3	421 3 3
30. 1,666 3 0	5	65 0 0	68 17 0	-	1,800 0 0	-	-	-	-	918 18 5	918 18 5
31. 1,400 0 0	4½	20 0 0	-	-	1,420 0 0	-	-	-	-	325 7 9	325 7 9
32. -	-	-	-	44 3 6	44 3 6	-	-	-	-	-	-
33. 186 5 7	3½	0 10 6	21 3 11	-	208 0 0	-	-	-	-	27 14 1	27 14 1
34. 1,100 0 0	5	121 18 7	36 16 2	-	1,258 14 9	-	-	90 18 10	-	327 14 3	418 13 1
35. 3,000 0 0	5	170 5 8	-	-	3,170 5 8	-	-	-	-	1,879 11 6	1,879 11 6
36. 11,439 13 0	2½	76 16 8	180 5 9	-	11,696 15 5	-	-	-	-	296 10 6	296 10 6
37. 973 0 0	4	30 8 8	0 12 9	-	1,004 1 5	-	-	-	-	1,207 10 5	1,207 10 5
38. 400 0 0	5	-	10 0 0	-	410 0 0	-	-	-	-	142 8 8	142 8 8
39. 6,632 13 11	2	-	-	-	6,632 13 11	-	-	-	-	426 3 11	426 3 11
40. 1,800 0 0	4	-	-	-	1,800 0 0	-	-	-	-	1,362 14 1	1,362 14 1
41. 2,200 0 0	5	37 19 2	-	-	2,237 19 2	-	-	-	-	464 9 3	464 9 3
42. 2,424 9 5	4	-	175 5 11	149 0 6	2,748 15 10	-	304 2 2	-	-	-	304 2 2
43. 10,300 0 0	5	79 8 6	28 19 5	-	10,408 7 11	-	-	-	-	1,451 3 0	1,451 3 0
44. 5,527 10 0	3	-	-	42 3 0	5,569 13 0	-	-	-	-	-	-
45. 1,604 3 4	2½	-	-	-	1,604 3 4	-	-	-	-	310 10 9	310 10 9
46. 2,220 0 0	4½	-	-	-	2,220 0 0	-	-	-	-	573 17 9	573 17 9
47. 2,715 6 0	1½	0 10 6	480 17 10	-	3,196 14 4	-	-	-	-	2,188 2 7	2,188 2 7
48. -	-	92 2 2	-	-	92 2 2	-	-	-	-	182 18 11	182 18 11
49. 873 0 0	3	-	-	0 1 6	873 1 6	-	-	-	-	-	-
50. 1,880 0 0	3	789 15 8	-	-	2,669 15 8	-	-	-	-	4 18 11	4 18 11
51. 6,404 0 6	3	-	-	-	6,404 0 6	-	-	-	-	569 5 3	569 5 3
52. 8,781 0 0	None	-	-	-	8,781 0 0	-	-	-	-	570 12 4	570 12 4
53. 8,273 7 8	1	-	160 12 3	-	8,433 19 11	-	-	-	-	218 14 0	218 14 0
54. 14,469 0 0	5	-	3,191 2 2	-	17,660 2 2	-	-	-	-	652 12 5	652 12 5
55. 26,255 0 0	3	-	-	-	26,255 0 0	-	-	-	-	229 7 8	229 7 8
318,292 13 5	-	1,832 16 7	5,928 16 5	563 9 8	326,617 16 1	75 10 0	400 19 3	90 18 10	349 5 11	25,899 10 5	26,816 4 5
1. 575 0 0	5	-	-	-	575 0 0	-	-	-	-	915 4 1	915 4 1
2. -	-	-	-	-	-	-	-	-	-	114 6 4	114 6 4
3. -	-	-	-	-	-	-	-	-	-	2,005 18 9	2,005 18 9
4. 1,715 11 6	2½	-	-	-	1,715 11 6	-	-	-	-	137 12 1	137 12 1
5. 1,433 14 7	4	-	139 8 10	-	1,573 3 5	-	-	-	-	252 11 0	252 11 0
6. 1,880 0 0	3½	-	200 18 11	-	2,080 18 11	124 6 0	-	-	-	233 18 8	358 4 8
7. -	-	-	-	-	-	-	-	-	-	222 12 1	222 12 1
8. 5,047 1 11	None	-	-	-	5,047 1 11	-	-	-	-	-	-
9. 349 0 0	5	-	-	-	349 0 0	-	-	-	-	156 15 6	156 15 6
10. 4,333 6 8	4½	-	678 18 3	-	5,012 4 11	-	-	-	-	624 13 1	624 13 1
11. 3,271 6 10	3½	-	-	-	3,271 6 10	-	-	-	-	334 16 0	334 16 0
12. 2,720 0 0	3½	-	4 8 11	40 16 4	2,765 5 3	-	-	-	-	-	-

c Balance of unpaid interest extinguished by new Local Act.

d For debts of 1,312l. 12s. 5d.

e For debts of 320l.

k For debts of 52l. 4s. 5d. l Including 200l. to Moses Gate Trust.

m For debts of 684l.

n For debts of 942l. 19s. 8d.

s For debts of 50l.

t For debts of 400l.

u For debts of 268l.

x For debts of 266l. 5s.

y Including 71l. 4s. 7d. at 5 per cent.

cc For debts of 440l.

dd For debts of 300l.

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.					9.
	Balance in Treasurers' Hands on 1st Jan. 1867.		Balance due to the Treasurers on 1st Jan. 1867.		4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
COUNTY OF LEICESTER— <i>continued.</i>										
13. Market Harborough and Coventry	625	3 4	-	- -	1,259	18 4	-	- -	-	- -
14. Market Harborough and Lough- borough	1,987	4 7	-	- -	3,028	7 11	-	- -	-	- -
15. Melton Mowbray	434	8 2	-	- -	1,060	19 10	-	- -	10 15 9	- - -
16. Melton Mowbray and Grantham	95	12 8	-	- -	772	5 0	-	- -	0 15 6	- - -
17. Moira and Gresley	424	7 8	-	- -	835	0 0	-	- -	1 1 0	- - -
18. Tamworth to Harrington Bridge	175	8 5	-	- -	989	0 0	-	- -	-	- -
£	10,029	6 2	-	- -	17,709	7 11	-	- -	1 16 6	187 3 3
COUNTY OF LINCOLN.										
1. Bourn	141	15 9	-	- -	360	6 8	-	- -	0 4 0	14 6 0
2. Bridge End	169	5 8	-	- -	469	10 10	-	- -	0 1 0	1 5 0
3. Deeping and Morecott	258	8 5	-	- -	817	17 5	-	- -	0 5 6	- - -
4. Dexthorpe	59	17 3	-	- -	594	2 2	-	- -	-	- -
5. Donington	-	- -	38	9 0	1,623	10 0	340	8 9	1 13 0	42 1 11
6. Foston Bridge and Witham Com- mon	273	11 10	-	- -	544	6 8	-	- -	-	- -
7. Grantham and Nottingham, Eastern Division	63	16 3	-	- -	411	0 0	-	- -	-	- -
8. Leadenham and Southwell, Eastern District	52	12 3	-	- -	344	9 0	-	- -	-	- -
Lincoln:—										
9. Branston Road	436	11 7	-	- -	780	0 0	-	- -	-	2 4 1
10. Newark Road	66	7 0	-	- -	310	0 0	-	- -	-	1 2 3
11. Saxilby Road	49	16 3	-	- -	180	0 0	230	0 0	-	0 15 3
12. Sleaford Road	6	15 6	-	- -	650	0 0	-	- -	-	- -
13. Lincoln, Brigg, Barton, Caistor, and Melton	59	0 10	-	- -	1,689	7 11	-	- -	0 14 0	- - -
Lincoln Heath and Market Deep- ing:—										
14. Billingborough District	409	0 4	-	- -	311	0 0	196	13 4	-	- -
15. Bourn District	162	18 9	-	- -	1,082	16 0	198	4 7	-	- -
16. Sleaford District	27	12 2	-	- -	1,050	11 8	466	4 0	-	30 11 2
17. Louth	30	17 0	-	- -	936	7 2	-	- -	170 0 0	5 1 9
18. Scartho	278	0 2	-	- -	264	0 0	-	- -	280 0 0	- - -
19. Sleaford and Tattershall	173	3 4	-	- -	887	19 7	214	14 10	-	2 0 0
20. Spalding Barrier Bank	-	- -	-	- -	63	15 0	-	- -	-	d 112 12 7
21. Spalding and Deeping	508	17 10	-	- -	407	6 8	-	- -	-	12 2 9
22. Spilsby	549	14 9	-	- -	1,416	0 0	327	7 6	-	0 6 3
23. Ditto, Burton's Corner District	242	14 5	-	- -	195	0 0	-	- -	-	- -
24. Swineshead and Fosdyke	12	1 3	-	- -	119	9 0	-	- -	-	3 15 0
£	4,032	18 7	38	9 0	15,008	15 9	1,973	13 0	520 0 0	2 17 6
COUNTY OF MIDDLESEX.										
1. Commercial Roads	7,552	16 1	-	- -	14,661	18 5	-	- -	-	63 19 5
2. Marylebone and Finchley	2,852	14 9	-	- -	2,593	6 8	-	- -	-	- -
3. Metropolis Roads North of the Thames	4,993	16 6	-	- -	23,226	13 4	-	- -	-	f 4,763 8 3
4. Pinner and Rickmersworth	656	19 4	-	- -	630	15 3	-	- -	-	9 10 0
£	16,056	6 8	-	- -	41,112	13 8	-	- -	-	4,836 17 8

a Contract work. b The road is repaired by contract, the contractor collecting and receiving the tolls at two of the tollgates, and 125*l.* in addition.
e Including contract work. f Including 3,815*l.* 6*s.* 8*d.* rents of estates.

EXPENDITURE.

10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3. 1,261 2 4	351 7 7	165 17 10	252 10 0	- - -	5 15 0	59 0 9	- - -	60 0 0	60 0 0
4. 3,039 3 8	477 1 3	133 9 3	523 5 1	111 13 3	- - -	146 2 6	- - -	62 10 0	81 5 0
5. 1,061 15 4	211 11 7	53 18 9	413 3 11	- - -	- - -	93 19 9	- - -	40 0 0	52 0 0
6. 773 6 0	137 19 2	60 9 2	306 3 11	- - -	- - -	38 15 9	- - -	20 0 0	50 0 0
7. 835 0 0	167 2 10	5 15 7	363 13 2	- - -	15 0 0	86 14 0	- - -	30 0 0	52 10 0
8. 989 0 0	185 3 0	7 19 0	332 17 2	- - -	- - -	38 10 8	- - -	25 0 0	60 0 0
17,898 7 8	3,262 14 1	1,212 9 8	5,229 14 3	286 14 0	26 11 4	1,098 11 3	20 0 0	556 6 0	887 10 0
1. 374 16 8	160 11 6	61 12 0	77 6 5	- - -	- - -	8 4 8	- - -	20 0 0	39 0 0
2. 470 16 10	159 3 5	40 9 10	70 11 10	- - -	2 17 4	8 14 1	- - -	25 0 0	52 0 0
3. 818 2 11	313 9 2	131 11 8	198 19 9	- - -	- - -	31 18 5	- - -	20 0 0	39 0 0
4. 664 2 2	a 325 3 1	- - -	- - -	- - -	- - -	40 13 8	10 10 0	- - -	15 0 0
5. 2,007 13 8	473 9 7	97 12 0	951 17 11	- - -	- - -	40 6 0	- - -	- - -	96 5 0
6. 44 6 8	b 125 0 0	- - -	- - -	- - -	- - -	2 11 6	- - -	30 0 0	5 5 0
7. 411 0 0	a 205 4 0	- - -	- - -	- - -	- - -	11 2 6	- - -	21 0 0	5 0 0
8. 344 9 0	191 3 9	53 15 2	49 17 6	- - -	- - -	5 14 7	- - -	12 12 0	60 0 0
9. 782 4 1	190 9 6	145 1 4	45 0 1	- - -	- - -	20 10 7	7 10 0	7 10 0	30 0 0
10. 311 2 3	170 14 5	80 12 10	61 14 3	- - -	- - -	14 14 0	7 10 0	7 10 0	30 0 0
11. 410 15 3	138 9 3	76 2 11	151 2 0	- - -	- - -	3 9 1	7 10 0	7 10 0	30 0 0
12. 650 0 0	455 1 3	175 14 3	24 14 3	- - -	12 7 6	19 5 1	7 10 0	7 10 0	30 0 0
13. 1,690 1 11	c 561 11 10	225 2 8	275 9 1	- - -	- - -	37 10 2	20 0 0	30 0 0	140 0 0
14. 507 13 4	22 12 6	1 19 7	42 15 1	- - -	- - -	- - -	- - -	20 0 0	10 0 0
15. 1,281 0 7	529 14 2	195 7 1	223 10 5	- - -	61 17 4	48 16 11	- - -	30 0 0	72 16 0
16. 1,547 6 10	688 7 7	238 7 11	205 13 3	- - -	31 15 10	41 17 10	- - -	30 0 0	85 10 0
17. 1,111 8 11	a 687 12 0	- - -	- - -	- - -	- - -	56 14 9	10 10 0	- - -	25 0 0
18. 544 0 0	- - -	- - -	- - -	- - -	- - -	35 13 2	5 0 0	5 0 0	10 0 0
19. 1,104 14 5	156 5 9	125 19 10	228 18 0	- - -	- - -	41 19 8	- - -	25 0 0	40 0 0
20. 176 7 7	44 10 6	36 7 7	87 1 7	- - -	- - -	8 7 11	- - -	- - -	- - -
21. 419 9 5	e 107 2 6	28 11 5	153 15 7	- - -	- - -	7 10 3	- - -	20 0 0	- - -
22. 1,743 13 9	e 398 12 1	269 13 2	307 18 9	- - -	- - -	50 19 6	- - -	15 0 0	65 0 0
23. 195 0 0	34 3 6	8 4 0	29 1 4	- - -	- - -	15 0 9	- - -	5 0 0	15 0 0
24. 123 4 0	1 9 8	1 10 11	5 10 2	- - -	- - -	3 18 9	- - -	10 0 0	7 10 0
17,733 10 3	6,140 1 0	1,993 16 2	3,190 17 3	- - -	108 18 0	555 13 10	76 0 0	348 12 0	902 6 0
1. 14,725 17 10	736 0 0	1,892 10 11	3,166 8 8	- - -	- - -	1,189 0 11	- - -	330 0 0	315 0 0
2. 2,593 6 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
3. 27,990 1 7	g 5,767 1 4	4,577 3 4	13,794 8 0	- - -	- - -	1,098 5 6	- - -	h 491 13 4	993 6 8
4. 640 5 3	106 7 4	86 10 7	75 18 1	- - -	- - -	16 1 9	- - -	20 0 0	50 0 0
45,949 11 4	6,609 8 8	6,556 4 10	17,036 14 9	- - -	- - -	2,303 8 2	- - -	841 13 4	1,358 6 8

c Including 25l. to Brigg Local Board.
g Including payments to parishes.

d From South Holland Drainage Fund.
h Including accountant.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF LEICESTER— continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
13. Market Harborough and Coventry	- - -	100 2 8	- - -	- - -	43 7 10	- - -	1,098 1 8
14. Market Harborough and Lough- borough	49 7 0	104 16 10	201 12 9	a 1,500 0 0	12 1 3	- - -	3,403 4 2
15. Melton Mowbray	37 0 4	- - -	2 6 0	- - -	4 2 8	- - -	908 3 0
16. Melton Mowbray and Grantham	- - -	71 8 3	- - -	50 0 0	8 0 6	- - -	742 16 9
17. Moira and Gresley	- - -	7 2 8	- - -	- - -	14 18 0	- - -	742 16 3
18. Tamworth to Harrington Bridge	8 8 0	64 6 5	- - -	b 203 0 0	7 16 6	- - -	933 0 9
£	209 4 2	895 16 2	893 8 8	3,650 4 10	867 8 7	- - -	19,096 13 0
COUNTY OF LINCOLN.							
1. Bourn	- - -	- - -	- - -	- - -	6 4 10	- - -	372 19 5
2. Bridge End	9 5 2	9 0 2	- - -	250 0 0	19 0 3	- - -	646 2 1
3. Deeping and Morecott	- - -	- - -	- - -	- - -	13 4 4	- - -	748 3 4
4. Dexthorpe	10 11 10	85 11 1	- - -	100 0 0	19 7 0	70 0 0	676 16 8
5. Donington	53 10 4	198 8 5	- - -	c 320 10 0	28 2 7	- - -	2,260 1 10
6. Foston Bridge and Witham Com- mon	- - -	- - -	- - -	- - -	13 12 6	- - -	176 9 0
7. Grantham and Nottingham, Eastern Division	12 3 4	80 6 0	- - -	- - -	1 14 9	- - -	336 10 7
8. Leadenham and Southwell, Eastern District	5 16 4	- - -	- - -	- - -	1 18 7	- - -	380 17 11
Lincoln:—							
9. Branston Road	- - -	114 18 5	- - -	e 588 0 0	1 11 0	- - -	1,150 10 11
10. Newark Road	- - -	- - -	- - -	- - -	1 11 0	- - -	374 6 6
11. Saxilby Road	- - -	40 15 0	- - -	- - -	1 11 7	- - -	456 9 10
12. Sleaford Road	- - -	- - -	- - -	- - -	1 11 0	- - -	733 13 4
13. Lincoln, Brigg, Barton, Caistor, and Melton	7 4 5	63 3 9	27 12 1	256 0 0	16 14 0	- - -	1,660 8 0
Lincoln Heath and Market Deep- ing:—							
14. Billingborough District	- - -	43 14 8	- - -	400 0 0	5 7 9	- - -	546 9 7
15. Bourn District	- - -	35 7 10	- - -	- - -	55 19 3	- - -	1,253 9 0
16. Sleaford District	- - -	36 3 5	- - -	125 0 0	14 15 0	- - -	1,497 10 10
17. Louth	- - -	92 1 11	- - -	f 100 0 0	22 9 9	170 0 0	1,164 8 5
18. Scartho	- - -	56 18 11	- - -	g 277 16 0	- - -	280 0 0	670 8 1
19. Sleaford and Tattershall	- - -	104 1 2	- - -	h 382 19 0	20 19 6	- - -	1,126 2 11
20. Spalding Barrier Bank	- - -	- - -	- - -	- - -	- - -	- - -	176 7 7
21. Spalding and Deeping	2 10 0	142 4 1	- - -	- - -	25 16 4	- - -	487 10 2
22. Spilsby	14 15 4	208 4 8	- - -	i 420 17 6	0 6 6	- - -	1,751 7 6
23. Ditto, Burton's Corner District	0 8 6	- - -	291 13 4	- - -	3 10 0	- - -	402 1 5
24. Swineshead and Fosdyke	- - -	92 7 6	- - -	- - -	- - -	- - -	122 7 0
£	116 5 3	1,403 7 0	319 5 5	3,221 2 6	275 7 6	520 0 0	19,171 11 1
COUNTY OF MIDDLESEX.							
1. Commercial Roads	83 18 10	1,973 0 6	- - -	k 5,958 3 2	164 4 4	- - -	15,808 7 4
2. Marylebone and Finchley	12 1 4	253 19 11	- - -	l 2,662 10 0	67 18 8	- - -	2,996 9 11
3. Metropolis Roads North of the Thames	130 0 8	- - -	- - -	- - -	1,209 2 3	- - -	28,061 1 1
4. Pinner and Rickmersworth	11 14 6	19 17 7	265 18 11	196 17 9	2 4 0	- - -	851 10 6
£	237 15 4	2,246 18 0	265 18 11	8,817 10 11	1,443 9 3	- - -	47,717 8 10

(Continued from page 43.)

For debts of 1,502l. b For debts of 235l. c For debts of 350l. d Reduced 177l. 15s. by payment from Western Division. e For debts of 600l.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com-position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4,585 14 0	3	5 0 0	961 16 10	- -	5,552 10 10	- -	- -	- -	- -	788 4 0	788 4 0
1,038 0 0	4	- -	- -	- -	1,038 0 0	- -	- -	- -	- -	1,623 4 1	1,623 4 1
1,750 0 0	4	- -	- -	- -	1,750 0 0	- -	- -	- -	- -	588 0 6	588 0 6
923 10 0	4	- -	193 14 0	- -	1,117 4 0	- -	- -	- -	- -	126 1 11	126 1 11
1,315 0 0	3½	- -	62 7 2	- -	1,377 7 2	168 0 0	- -	- -	- -	516 11 5	516 11 5
										231 7 8	399 7 8
30,937 5 6	- -	5 0 0	2,241 12 11	40 16 4	33,224 14 9	292 6 0	- -	- -	- -	8,871 17 2	9,164 3 2
- - -	- -	- -	- -	5 19 7	5 19 7	- -	- -	- -	- -	143 13 0	143 13 0
- - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	328 8 0	328 8 0
1,833 10 0	4½	- -	- -	- -	1,833 10 0	- -	- -	- -	- -	47 2 9	47 2 9
3,400 0 0	4	- -	11 16 0	290 17 2	3,702 13 2	- -	- -	- -	- -	- -	- -
										141 9 6	141 6 6
d2,488 10 0	3	- -	- -	- -	2,488 10 0	- -	- -	- -	- -	138 5 8	138 5 8
- - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	16 3 4	16 3 4
1,300 0 0	4½	- -	74 17 7	- -	1,374 17 7	- -	- -	- -	- -	68 4 9	68 4 9
1,031 5 0	4½	- -	2 19 0	- -	1,034 4 0	- -	- -	- -	- -	3 2 9	3 2 9
- - -	- -	- -	- -	76 17 10	76 17 10	- -	- -	- -	- -	4 1 8	4 1 8
1,440 6 8	4	- -	18 18 8	- -	1,459 5 4	- -	- -	- -	- -	88 14 9	88 14 9
2,078 0 0	2	- -	- -	- -	2,078 0 0	- -	- -	- -	- -	370 4 1	370 4 1
1,400 0 0	3	- -	100 8 8	- -	1,500 8 8	- -	- -	- -	- -	190 10 4	190 10 4
1,075 0 0	3	- -	- -	- -	1,075 0 0	- -	- -	- -	- -	77 8 2	77 8 2
2,958 18 9	3	- -	- -	22 2 6	2,981 1 3	- -	- -	- -	- -	- -	- -
2,666 11 11	2	- -	- -	- -	2,666 11 11	- -	- -	- -	- -	151 12 1	151 12 1
3,050 0 0	3	- -	- -	- -	3,050 0 0	- -	- -	- -	- -	151 14 10	151 14 10
4,718 15 0	4½	- -	789 10 1	- -	5,508 5 1	- -	- -	- -	- -	440 17 1	440 17 1
5,875 0 0	4	- -	219 0 11	- -	6,094 0 11	- -	- -	- -	- -	542 1 0	542 1 0
- - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	35 13 0	35 13 0
3,695 0 0	2½	- -	- -	- -	3,695 0 0	- -	- -	- -	- -	12 18 3	12 18 3
39,010 17 4	- -	- -	1,217 10 11	395 17 1	40,624 5 4	- -	- -	- -	- -	2,952 5 0	2,952 5 0
36,385 6 6	5	- -	1,004 8 3	- -	37,389 14 9	630 11 0	- -	- -	- -	6,470 6 7	7,100 17 7
7,000 0 0	3	2,783 13 1	250 10 0	- -	10,034 3 1	- -	- -	0 2 0	- -	2,449 11 6	2,449 13 6
- - -	- -	5,000 0 0	- -	- -	5,000 0 0	- -	- -	- -	- -	4,922 17 0	4,922 17 0
368 10 6	3	177 19 3	12 7 9	- -	558 17 6	- -	- -	- -	- -	445 14 1	445 14 1
43,753 17 0	- -	7,961 12 4	1,267 6 0	- -	52,982 15 4	630 11 0	- -	0 2 0	- -	14,288 9 2	14,919 2 2

f For debts of 111*l*. 2*s*. g For debts of 382*l*. 11*s*. 6*d*. h For debts of 400*l*. i For debts of 475*l*. k For debts of 6,101*l*. 12*s*. 8*d*. l For debts of 2,700*l*.
F 4

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.					9.
	Balance in Treasurers' Hands on 1st Jan. 1867.		Balance due to the Treasurers on 1st Jan. 1867.		4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	
	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF MONMOUTH.										
1. Abercarne - - -	160 5 1	- - -	- - -	- - -	380 0 0	118 7 1	- - -	2 0 0	- - -	- - -
2. Abergavenny - - -	691 0 0	- - -	- - -	- - -	2,805 0 0	- - -	- - -	2 16 0	- - -	- - -
3. Bigswear - - -	37 15 1	- - -	- - -	- - -	532 7 11	- - -	- - -	- - -	- - -	- - -
4. Chepstow - - -	161 7 9	- - -	- - -	- - -	909 14 8	- - -	- - -	1 4 0	29 5 0	- - -
5. Chepstow and Abergavenny, Shirenewton Branch - - -	40 11 10	- - -	- - -	- - -	119 14 0	44 12 2	- - -	- - -	- - -	- - -
6. Monmouth - - -	379 6 4	- - -	- - -	- - -	1,854 1 3	805 8 0	- - -	3 5 0	70 6 2	- - -
7. Newport - - -	484 8 6	- - -	- - -	- - -	2,668 10 10	- - -	- - -	- - -	82 11 3	- - -
8. Pontypool - - -	115 0 8	- - -	- - -	- - -	560 0 0	- - -	- - -	- - -	17 12 0	- - -
9. Usk District - - -	95 18 7	- - -	- - -	- - -	783 4 0	- - -	- - -	- - -	4 19 0	- - -
£	2,165 13 10	- - -	- - -	- - -	10,612 12 8	968 7 3	- - -	9 5 0	204 13 5	- - -
COUNTY OF NORFOLK.										
1. Aylsham and Cromer - - -	- - -	- - -	146 7 11	- - -	787 10 0	- - -	- - -	- - -	9 15 5	- - -
2. Ely to Downham ("The North District") - - -	- - -	- - -	96 0 5	- - -	681 13 4	85 0 0	- - -	- - -	0 16 0	- - -
3. Lynn, East Gate - - -	1,088 17 4	- - -	- - -	- - -	992 14 11	- - -	- - -	- - -	9 3 2	- - -
4. Lynn, South Gate - - -	30 12 5	- - -	- - -	- - -	985 8 1	- - -	- - -	- - -	- - -	- - -
5. Lynn and Wisbech - - -	468 17 2	- - -	- - -	- - -	1,312 2 8	- - -	- - -	- - -	- - -	- - -
6. New Buckenham - - -	104 9 0	- - -	- - -	- - -	273 14 0	- - -	- - -	- - -	1 5 7	- - -
7. North Walsham - - -	- - -	- - -	18 6 0	- - -	400 0 0	- - -	- - -	- - -	0 18 2	- - -
8. Norwich and Fakenham - - -	- - -	- - -	57 5 11	- - -	506 6 0	- - -	- - -	- - -	40 0 0	- - -
9. Norwich and Scole - - -	42 9 2	- - -	- - -	- - -	194 5 7	7 7 6	- - -	0 0 6	6 3 7	- - -
10. Norwich, Swaffham, and Mattishall	1,388 17 8	- - -	- - -	- - -	636 13 4	- - -	- - -	- - -	34 13 8	- - -
11. Norwich and Watton - - -	110 19 1	- - -	- - -	- - -	392 0 0	- - -	- - -	- - -	1 8 0	- - -
12. Norwich and Yarmouth - - -	191 12 4	- - -	- - -	- - -	476 16 8	- - -	- - -	- - -	3 0 7	- - -
13. Stoke Ferry - - -	257 3 5	- - -	- - -	- - -	464 0 0	- - -	- - -	- - -	3 13 6	- - -
14. Thetford - - -	2,239 8 2	- - -	- - -	- - -	268 13 10	- - -	- - -	- - -	66 14 11	- - -
15. Wells and Fakenham - - -	182 6 4	- - -	- - -	- - -	386 6 0	- - -	- - -	- - -	- - -	- - -
£	6,105 12 1	- - -	318 0 3	- - -	8,758 4 5	92 7 6	- - -	0 0 6	177 12 7	- - -
COUNTY OF NORTHAMPTON.										
Banbury and Lutterworth Road :										
1. Banbury to Drayton - - -	486 11 2	- - -	- - -	- - -	811 6 10	- - -	- - -	- - -	12 0 0	- - -
2. Lutterworth to Badby - - -	73 7 7	- - -	- - -	- - -	441 7 2	- - -	- - -	- - -	11 3 8	- - -
3. Brackley Roads, Consolidated - - -	489 4 5	- - -	- - -	- - -	1,634 6 4	- - -	- - -	- - -	- - -	- - -
4. Buckingham and Hanwell, Lower Division - - -	66 6 2	- - -	- - -	- - -	725 0 0	- - -	- - -	- - -	- - -	- - -
5. Crowland and Eye - - -	79 4 1	- - -	- - -	- - -	121 0 0	- - -	- - -	- - -	- - -	- - -
6. Dunchurch - - -	54 9 2	- - -	- - -	- - -	542 0 0	- - -	- - -	- - -	1 11 0	- - -
7. Hardingstone to Old Stratford - - -	134 8 2	- - -	- - -	- - -	515 3 4	- - -	- - -	- - -	0 16 6	- - -
8. Higham Ferrers - - -	246 19 7	- - -	- - -	- - -	351 0 0	176 15 0	- - -	- - -	12 2 0	- - -
9. Kettering and Newport Pagnell - - -	829 9 8	- - -	- - -	- - -	886 0 0	251 0 0	- - -	- - -	20 0 0	- - -
10. Kettering and Northampton - - -	162 13 9	- - -	- - -	- - -	610 11 8	181 0 0	- - -	- - -	- - -	- - -
11. Little Bowden and Rockingham - - -	529 19 4	- - -	- - -	- - -	312 13 4	94 17 0	- - -	- - -	- - -	- - -
12. Market Harborough and Brampton - - -	435 6 6	- - -	- - -	- - -	1,638 18 4	- - -	- - -	- - -	2 12 0	- - -
13. Market Harborough and Welford - - -	154 14 2	- - -	- - -	- - -	1,112 5 1	- - -	- - -	- - -	- - -	- - -
14. Northampton and Cold Brayfield - - -	107 6 7	- - -	- - -	- - -	540 10 0	- - -	- - -	- - -	- - -	- - -
15. Northampton to Newport Pagnell - - -	165 8 9	- - -	- - -	- - -	558 13 4	- - -	- - -	- - -	28 0 0	- - -
16. Old Stratford to Dunchurch - - -	- - -	- - -	197 3 0	- - -	1,323 3 4	- - -	- - -	- - -	19 12 0	- - -
17. Oundle and Middleton Lane - - -	44 4 0	- - -	- - -	- - -	287 3 4	104 0 4	- - -	- - -	1 15 0	- - -
18. Peterborough and Wellingborough and Elton Branch - - -	578 10 10	- - -	- - -	- - -	1,314 3 4	- - -	- - -	- - -	52 6 11	- - -
19. Ditto, Clapton Branch - - -	136 18 10	- - -	- - -	- - -	61 0 0	87 19 5	- - -	- - -	- - -	- - -
20. Stamford and Kettering - - -	471 7 8	- - -	- - -	- - -	925 3 0	- - -	- - -	- - -	9 9 8	- - -
21. Thorney Road - - -	128 15 11	- - -	- - -	- - -	308 1 8	- - -	- - -	- - -	- - -	- - -
22. Towcester and Cotton End - - -	68 6 1	- - -	- - -	- - -	723 5 0	- - -	- - -	- - -	1 6 0	- - -
23. Wansford Road - - -	205 3 11	- - -	- - -	- - -	371 0 0	- - -	- - -	- - -	- - -	- - -
24. Wansford and Stamford - - -	134 11 10	- - -	- - -	- - -	303 14 9	- - -	- - -	- - -	20 0 0	- - -
25. Warwick and Northampton - - -	52 19 5	- - -	- - -	- - -	1,453 0 0	- - -	- - -	- - -	48 4 2	- - -
26. Wellingborough and Northampton - - -	87 1 0	- - -	- - -	- - -	466 0 0	- - -	- - -	- - -	- - -	- - -
£	5,923 8 7	- - -	197 3 0	- - -	18,336 9 10	895 11 9	- - -	- - -	240 18 11	- - -

α Including materials, &c.

EXPENDITURE.

10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
500 7 1	a 227 7 4	- - -	- - -	- - -	- - -	20 13 3	- - -	9 5 0	25 0 0
2,807 16 0	716 11 5	234 3 8	142 1 8	- - -	17 7 6	- - -	- - -	50 0 0	140 0 0
532 7 11	68 9 7	20 4 9	3 5 6	- - -	- - -	17 13 2	- - -	10 0 0	15 0 0
940 3 8	483 11 0	172 7 9	102 18 0	10 6 3	1 18 0	59 19 1	15 15 0	30 0 0	100 0 0
164 6 2	92 7 8	20 12 0	24 12 11	- - -	3 8 0	4 5 5	10 0 0	10 0 0	15 0 0
2,733 0 5	846 13 8	535 3 0	25 1 0	- - -	51 15 0	60 14 2	- - -	35 0 0	105 0 0
2,751 2 1	682 15 7	539 17 3	243 12 1	4 0 0	- - -	99 15 4	- - -	40 0 0	170 0 0
577 12 0	273 7 8	84 0 0	16 6 6	- - -	- - -	42 14 4	- - -	15 0 0	- - -
788 3 0	254 17 2	145 12 10	86 2 9	- - -	15 6 1	13 18 9	20 0 0	21 0 0	70 0 0
11,794 18 4	3,651 1 1	1,752 1 3	644 0 5	14 6 3	89 14 7	319 13 6	45 15 0	220 5 0	640 0 0
797 5 5	273 11 1	276 2 3	233 0 8	- - -	- - -	44 18 3	- - -	40 0 0	40 0 0
767 9 4	124 4 4	11 15 6	59 11 11	- - -	- - -	2 5 4	- - -	20 0 0	40 0 0
1,001 18 1	236 5 0	404 7 7	220 8 11	- - -	31 5 10	14 6 2	2 2 0	26 0 0	58 0 0
985 8 1	266 10 3	186 0 10	116 6 6	- - -	- - -	24 15 4	2 2 0	27 0 0	92 0 0
1,312 2 8	428 1 10	462 12 5	588 3 8	- - -	10 0 0	61 14 1	- - -	27 0 0	100 0 0
274 19 7	101 1 3	90 17 4	51 4 8	- - -	- - -	9 6 2	- - -	21 0 0	20 0 0
400 18 2	112 19 7	58 0 10	144 14 7	- - -	- - -	11 0 3	- - -	20 0 0	25 0 0
546 6 0	165 16 9	37 4 2	89 4 8	- - -	3 10 0	9 6 2	10 10 0	20 0 0	30 0 0
207 17 2	115 13 3	24 4 0	21 14 3	- - -	- - -	26 17 0	- - -	16 16 0	40 0 0
671 7 0	259 18 7	30 11 5	205 6 4	- - -	- - -	47 2 3	- - -	20 0 0	52 0 0
393 8 0	177 13 7	26 5 6	55 0 9	- - -	- - -	13 0 4	- - -	30 0 0	35 0 0
479 17 3	230 6 8	129 15 2	91 16 8	60 0 0	- - -	78 3 10	- - -	20 0 0	35 0 0
467 13 6	73 18 9	50 2 2	46 10 10	- - -	- - -	10 14 3	5 5 0	14 1 10	30 0 0
335 8 9	108 7 7	42 2 7	16 10 0	- - -	- - -	27 16 11	- - -	20 0 0	40 0 0
386 6 0	32 2 4	- - -	45 1 9	- - -	- - -	33 13 4	- - -	- - -	26 0 0
9,028 5 0	2,706 10 10	1,830 1 9	1,984 16 2	60 0 0	44 15 10	419 19 8	19 19 0	321 17 10	663 0 0
823 6 10	340 15 11	113 6 3	223 6 10	- - -	4 3 1	26 14 6	- - -	- - -	55 0 0
452 10 10	159 17 9	48 15 0	87 11 11	- - -	- - -	33 10 8	- - -	10 10 0	30 0 0
1,634 6 4	541 19 11	257 16 6	481 15 0	- - -	20 5 2	95 10 8	10 0 0	50 0 0	70 0 0
725 0 0	229 7 11	62 3 6	287 0 8	- - -	11 18 6	22 8 5	- - -	- - -	60 0 0
121 0 0	- - -	- - -	- - -	- - -	- - -	7 8 6	5 0 0	5 0 0	2 0 0
543 11 0	121 13 0	115 18 8	228 1 1	- - -	- - -	15 16 11	- - -	15 0 0	45 0 0
515 19 10	b 420 0 0	- - -	28 0 0	- - -	- - -	18 2 9	10 0 0	20 0 0	- - -
539 17 0	b 300 0 0	- - -	- - -	- - -	- - -	11 19 5	15 0 0	12 12 0	10 0 0
1,157 0 0	314 7 1	183 8 0	138 18 8	- - -	- - -	54 2 7	20 0 0	20 0 0	52 0 0
791 11 8	154 5 2	120 18 10	175 12 9	- - -	10 19 10	26 9 10	- - -	- - -	70 0 0
407 10 4	33 19 6	40 6 0	124 14 9	- - -	3 5 0	31 18 5	- - -	- - -	30 0 0
1,641 10 4	352 17 11	250 11 6	289 0 7	- - -	45 19 11	42 2 1	10 10 0	- - -	150 0 0
1,112 5 1	489 18 0	112 13 6	305 18 0	- - -	4 2 0	155 4 0	- - -	12 12 0	120 0 0
540 10 0	270 0 0	52 6 2	31 6 0	- - -	17 12 6	25 15 8	10 0 0	- - -	35 0 0
586 13 4	141 15 7	91 10 1	219 10 4	- - -	12 0 0	24 10 0	10 0 0	30 0 0	50 0 0
1,342 15 4	242 2 2	98 5 7	227 7 4	- - -	- - -	55 0 10	- - -	25 0 0	100 0 0
392 18 8	173 15 5	64 15 10	3 2 7	- - -	3 9 0	9 3 1	6 6 0	- - -	35 0 0
1,366 10 3	440 10 10	292 13 2	340 13 7	- - -	- - -	40 12 1	10 10 0	- - -	101 0 0
148 19 5	a 87 19 5	- - -	- - -	- - -	- - -	- - -	- - -	- - -	14 0 0
934 12 8	363 1 4	189 12 4	336 17 10	- - -	25 19 10	103 7 7	- - -	- - -	60 0 0
308 1 8	78 5 9	116 3 1	42 16 11	- - -	- - -	19 14 3	4 0 0	8 0 0	20 0 0
724 11 0	129 6 8	79 10 10	298 13 10	- - -	- - -	- - -	- - -	- - -	60 0 0
371 0 0	87 17 3	128 14 9	51 8 6	- - -	- - -	3 19 7	4 4 0	5 5 0	20 0 0
323 14 9	82 1 10	40 8 10	76 3 0	- - -	- - -	5 11 8	- - -	20 0 0	36 0 0
1,501 4 2	418 4 5	152 14 5	493 8 7	- - -	- - -	52 3 11	65 0 0	26 5 0	80 0 0
466 0 0	182 10 11	79 12 4	198 11 8	- - -	- - -	14 2 9	15 0 0	20 0 0	- - -
19,473 0 6	6,156 13 9	2,692 5 2	4,690 0 5	- - -	159 14 10	895 10 2	195 10 0	280 4 0	1,305 0 0

b Contract work.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF MONMOUTH.							
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Abercarne - - - -	173 10 6	- - -	- - -	- - -	14 0 11	- - -	469 17 0
2. Abergavenny - - - -	- - -	569 19 7	- - -	b 958 15 0	152 1 10	- - -	2,981 0 8
3. Bigsweat - - - -	- - -	446 0 0	- - -	- - -	8 1 0	- - -	588 14 0
4. Chepstow - - - -	32 2 6	- - -	24 14 0	- - -	8 10 0	- - -	1,047 1 7
5. Chepstow and Abergavenny, Shirenewton Branch - -	5 3 1	- - -	- - -	- - -	1 12 5	- - -	187 1 6
6. Monmouth - - - -	49 16 9	225 15 0	57 5 6	c 592 10 0	56 18 7	- - -	2,641 12 8
7. Newport - - - -	78 8 2	101 16 11	400 0 0	650 0 0	e 68 4 1	- - -	3,078 9 5
8. Pontypool - - - -	- - -	32 12 0	- - -	g 141 10 0	2 18 5	- - -	608 8 11
9. Usk District - - - -	- - -	86 7 8	- - -	- - -	33 15 4	- - -	747 0 7
£	339 1 0	1,462 11 2	481 19 6	2,342 15 0	346 2 7	- - -	12,349 6 4
COUNTY OF NORFOLK.							
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Aylsham and Cromer - -	- - -	2 12 9	- - -	- - -	30 0 11	- - -	940 5 11
2. Ely to Downham ("The North District") - - - -	- - -	17 17 11	- - -	347 0 2	21 11 1	- - -	644 6 3
3. Lynn, East Gate - - - -	- - -	- - -	- - -	- - -	9 3 8	- - -	1,001 19 2
4. Lynn, South Gate - - - -	- - -	52 0 0	- - -	- - -	11 3 9	- - -	777 18 8
5. Lynn and Wisbech - - -	- - -	- - -	9 16 10	- - -	17 18 0	- - -	1,705 6 10
6. New Buckenham - - - -	42 6 0	- - -	- - -	- - -	0 10 0	- - -	336 5 5
7. North Walsham - - - -	- - -	80 10 0	- - -	- - -	3 5 0	- - -	455 10 3
8. Norwich and Fakenham - -	12 16 0	102 0 0	- - -	- - -	0 18 6	- - -	481 6 3
9. Norwich and Scole - - -	12 10 2	12 2 0	- - -	- - -	14 3 8	- - -	284 0 4
10. Norwich, Swaffham, and Mattishall	173 10 1	- - -	- - -	- - -	2 11 0	- - -	790 19 8
11. Norwich and Watton - - -	- - -	- - -	- - -	- - -	0 5 0	- - -	337 5 2
12. Norwich and Yarmouth - -	- - -	20 0 0	- - -	- - -	32 13 1	- - -	697 15 5
13. Stoke Ferry - - - -	- - -	23 12 0	- - -	g 190 0 0	9 12 5	- - -	453 17 3
14. Thetford - - - -	55 3 2	- - -	- - -	- - -	6 7 3	- - -	316 7 6
15. Wells and Fakenham - - -	34 8 1	121 0 0	- - -	i 170 0 0	2 13 6	- - -	469 19 0
£	330 13 6	431 14 8	9 16 10	707 0 2	162 16 10	- - -	9,693 3 1
COUNTY OF NORTHAMPTON.							
Banbury and Lutterworth Road:							
1. Banbury to Drayton - -	38 3 10	- - -	- - -	- - -	18 9 0	- - -	819 19 5
2. Lutterworth to Badby - -	18 3 3	- - -	- - -	- - -	24 7 8	- - -	412 16 3
3. Brackley Roads, Consolidated -	- - -	- - -	- - -	g 132 10 0	19 7 9	- - -	1,679 5 0
4. Buckingham and Hanwell, Lower Division - - - -	44 8 6	- - -	- - -	- - -	9 3 4	- - -	726 10 10
5. Crowland and Eye - - - -	1 0 0	45 16 3	- - -	k 60 0 0	7 10 3	- - -	133 15 0
6. Dunchurch - - - -	21 6 6	- - -	- - -	- - -	15 17 8	- - -	578 13 10
7. Hardingstone to Old Stratford -	34 5 8	32 8 0	- - -	l 60 0 0	2 5 0	- - -	625 1 5
8. Higham Ferrers - - - -	- - -	55 9 2	- - -	m 363 10 0	11 7 0	- - -	508 17 7
9. Kettering and Newport Pagnell -	25 10 10	134 2 10	- - -	- - -	8 12 6	- - -	1,314 12 6
10. Kettering and Northampton -	33 17 5	10 3 4	- - -	150 0 0	17 13 11	- - -	770 1 1
11. Little Bowden and Rockingham -	16 16 0	50 1 9	- - -	- - -	16 14 0	- - -	347 15 5
12. Market Harborough and Brampton	44 2 8	521 15 11	- - -	- - -	73 4 4	- - -	1,780 4 11
13. Market Harborough and Welford -	49 12 6	- - -	- - -	- - -	52 7 7	- - -	1,302 7 7
14. Northampton and Cold Brayfield -	26 13 6	35 11 8	- - -	o 100 0 0	7 8 6	- - -	611 14 0
15. Northampton to Newport Pagnell -	3 0 0	- - -	- - -	- - -	5 0 6	- - -	587 6 6
16. Old Stratford to Dunchurch -	30 12 10	- - -	- - -	600 0 0	9 11 0	- - -	1,387 19 9
17. Oundle and Middleton Lane -	26 9 2	22 10 0	- - -	- - -	15 4 5	- - -	359 15 6
18. Peterborough and Wellingborough and Elton Branch - - -	42 2 4	23 14 5	- - -	p 397 0 0	31 9 9	- - -	1,720 6 2
19. Ditto, Clapton Branch - - -	- - -	- - -	- - -	- - -	- - -	- - -	101 19 5
20. Stamford and Kettering - -	17 3 0	- - -	- - -	- - -	12 9 4	- - -	1,108 11 3
21. Thorney Road - - - -	- - -	24 1 10	- - -	- - -	17 6 7	- - -	330 8 5
22. Towcester and Cotton End - -	45 19 8	- - -	183 18 0	- - -	44 1 3	- - -	841 10 3
23. Wansford Road - - - -	- - -	25 15 3	- - -	199 17 1	4 7 5	- - -	531 8 10
24. Wansford and Stamford - - -	- - -	- - -	- - -	- - -	9 5 2	- - -	269 10 6
25. Warwick and Northampton -	127 2 1	- - -	- - -	- - -	51 5 5	- - -	1,466 3 10
26. Wellingborough and Northampton	5 10 0	18 13 8	- - -	- - -	26 7 10	- - -	560 9 2
£	651 19 9	1,000 4 1	183 18 0	2,155 7 1	510 17 2	- - -	20,877 4 5

a Including 1,000*l.* not bearing interest.i For debts of 300*l.*b For debts of 1,000*l.*k For debts of 100*l.*c For debts of 665*l.*l For debts of 240*l.*d Including 135*l.* at 4½ per cent.m For debts of 366*l.* 13*s.* 4*d.*

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com-position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
a 3,721 15 3	1½	-	-	-	3,721 15 3	-	-	-	-	190 15 2	190 15 2
15,905 10 0	3½	-	-	-	15,905 10 0	-	-	-	-	517 15 4	517 15 4
11,723 0 0	3½	-	-	-	11,741 11 0	119 15 0	-	-	-	54 9 10	174 4 10
2,600 0 0	4 & 5	-	2,697 0 0	-	5,297 0 0	-	-	-	-	17 16 6	17 16 6
d 5,285 0 0	4	-	103 0 0	-	5,388 0 0	-	-	-	-	470 14 1	470 14 1
f 1,100 0 0	3	-	-	-	1,100 0 0	-	-	-	-	157 1 2	157 1 2
1,000 0 0	3	10 0 0	-	-	1,010 0 0	-	-	-	-	84 3 9	84 3 9
2,510 7 2	3½	-	-	-	2,510 7 2	-	-	-	-	137 1 0	137 1 0
43,845 12 5	-	10 0 0	2,800 0 0	18 11 0	46,674 3 5	119 15 0	-	-	-	1,629 16 10	1,749 11 10
-	-	-	-	289 8 5	289 8 5	-	-	3 0 0	-	-	3 0 0
115 12 11	2½	-	-	-	115 12 11	-	-	-	-	27 2 8	27 2 8
1,300 0 0	4	-	-	-	1,300 0 0	156 5 0	-	-	-	1,088 16 3	1,088 16 3
2,500 0 0	3½	-	69 0 0	72 18 1	2,641 18 1	-	-	-	-	238 1 10	238 1 10
5,100 0 0	½	-	51 0 0	-	5,151 0 0	-	-	-	-	75 13 0	231 18 0
300 0 0	4	-	-	33 14 0	333 14 0	90 11 8	-	-	-	43 3 2	43 3 2
500 0 0	4	-	-	26 5 10	526 5 10	-	-	-	-	7 13 10	7 13 10
775 0 0	4	-	288 0 0	-	1,063 0 0	-	-	-	-	1,269 5 0	1,359 16 8
5,900 0 0	2	-	-	-	5,900 0 0	-	-	-	-	167 1 11	167 1 11
16,490 12 11	-	-	408 0 0	422 6 4	17,320 19 3	246 16 8	-	3 0 0	-	270 19 8	270 19 8
-	-	-	-	-	-	-	-	-	-	2,258 9 5	2,258 9 5
-	-	-	-	-	-	-	-	-	-	98 13 4	98 13 4
-	-	-	-	-	-	-	-	-	-	5,545 0 1	5,794 16 9
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	489 18 7	489 18 7
-	-	-	-	-	-	-	-	-	-	113 2 2	113 2 2
3,350 0 0	None	-	-	-	3,350 0 0	-	-	-	-	444 5 9	444 5 9
-	-	-	-	-	-	-	-	-	-	64 15 4	64 15 4
1,500 0 0	2½	-	-	-	1,500 0 0	-	-	-	-	66 9 1	66 9 1
-	-	-	-	-	-	-	-	-	-	19 6 4	19 6 4
3,420 0 0	1	-	10 1 10	-	3,430 1 10	-	-	-	-	25 6 7	25 6 7
1,755 0 0	3	-	-	-	1,755 0 0	-	-	-	-	277 19 0	277 19 0
3,933 6 8	3½	-	336 6 4	-	4,269 13 0	-	-	-	-	671 17 2	671 17 2
195 0 0	3	-	-	-	195 0 0	-	-	-	-	184 4 4	184 4 4
2,376 0 0	3	-	261 3 11	-	2,637 3 11	-	-	-	-	589 14 3	589 14 3
12,691 0 0	4	-	-	35 8 4	12,691 0 0	-	-	-	-	296 11 11	296 11 11
-	-	-	-	-	-	-	-	-	-	-	-
2,779 3 2	1	-	32 16 7	-	2,811 19 9	-	-	28 0 0	-	36 2 7	36 2 7
-	-	-	-	-	-	-	-	-	-	164 15 7	192 15 7
4,800 0 0	None	-	-	242 7 5	5,042 7 5	-	-	-	-	77 7 2	77 7 2
1,450 0 0	2½	-	58 15 0	-	1,508 15 0	-	-	-	-	-	-
500 0 0	3½	-	18 8 2	-	518 8 2	59 13 4	-	-	-	224 14 11	284 8 3
240 0 0	None	-	-	-	240 0 0	4 16 8	-	-	-	183 18 10	188 15 6
-	-	-	-	-	-	-	-	-	-	297 9 1	297 9 1
700 0 0	3½	-	15 15 0	-	715 15 0	27 16 8	-	-	-	106 9 2	134 5 10
4,869 0 0	5	-	16,284 15 0	48 13 2	21,202 8 2	-	-	-	-	44 15 1	44 15 1
515 2 11	3	-	-	-	515 2 11	-	-	-	-	188 16 1	188 16 1
25 0 0	4	-	2 0 0	-	27 0 0	-	-	-	-	87 19 9	87 19 9
-	-	-	-	-	-	-	-	-	-	-	-
430 0 0	5	-	47 6 3	7 8 2	484 14 5	-	-	-	-	-	-
45,528 12 9	-	-	17,067 8 1	333 17 1	62,929 17 11	92 6 8	-	28 0 0	-	4,655 18 9	4,776 5 5

e Including Rumney Bridge annuity.

n Including 1,804l. at 5 per cent.

f Exclusive of Rumney Bridge debt.

o For debts of 166l. 18s. 6d.

g For debts of 200l.

p For debts of 400l.

h Reduced by consent of creditors.

q Including 202l. 18s. 9d. at 4½ per cent.

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.							
	Balance in Treasurers' Hands on 1st Jan. 1867.	Balance due to the Treasurers on 1st Jan. 1867.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.				
COUNTY OF NORTHUMBER- LAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				
1. Alemouth and Hexham, Eastern District - - -	33 4 1	- - -	520 8 4	- - -	- - -	- - -	46 2 0	- - -				
2. Ditto, Western District <i>a</i> - -	152 6 11	- - -	121 16 10	- - -	- - -	- - -	<i>b</i> 216 5 0	- - -				
3. Allendale - - -	85 6 11	- - -	1,778 7 11	- - -	- - -	0 13 6	15 13 0	- - -				
4. Alnwick and Eglingham - - -	- - -	51 11 3	229 0 0	- - -	- - -	- - -	- - -	- - -				
5. Berwick, Norham, and Islandshires - -	604 3 8	- - -	3,738 12 0	723 2 4	- - -	0 9 3	3 0 0	- - -				
6. Cow Cawsey and Buckton Burn - -	- - -	48 16 0	1,528 17 3	- - -	- - -	- - -	81 10 10	- - -				
7. Elsdon and Reedwater - - -	9 17 9	- - -	138 6 5	- - -	- - -	- - -	21 0 0	- - -				
8. Ford and Lowick - - -	- - -	289 11 8	816 9 4	303 17 8	- - -	- - -	10 0 0	- - -				
9. Hexham - - -	33 1 8	- - -	482 0 0	213 12 11	- - -	- - -	60 15 0	- - -				
10. Newcastle-upon-Tyne to Carlisle - -	132 12 10	- - -	600 0 0	116 4 10	- - -	- - -	7 10 0	- - -				
11. North Shields and Newcastle-upon-Tyne - - -	19 13 9	- - -	661 10 1	- - -	- - -	- - -	- - -	- - -				
12. Ponteland - - -	266 9 10	- - -	1,050 0 0	- - -	- - -	- - -	37 10 0	- - -				
13. Shields and Morpeth - - -	241 2 4	- - -	787 6 8	- - -	- - -	0 4 0	16 17 6	- - -				
14. Wooler and Adderstone - - -	52 7 5	- - -	273 1 3	- - -	- - -	- - -	- - -	- - -				
15. Wooler and Breamish - - -	507 11 4	- - -	958 15 0	45 18 6	- - -	- - -	27 6 0	- - -				
£	2,137 18 6	389 18 11	13,684 11 1	1,402 16 3	- - -	1 6 9	543 9 4	- - -				
COUNTY OF NOTTINGHAM.												
1. Bawtry and Scrooby - - -	286 8 11	- - -	676 0 0	- - -	- - -	- - -	3 14 0	- - -				
2. Bingham - - -	235 5 9	- - -	296 6 10	28 14 9	- - -	- - -	0 10 0	- - -				
3. Clown and Budby - - -	247 10 2	- - -	64 0 0	- - -	- - -	- - -	6 10 6	- - -				
4. Dunham Ferry - - -	8 5 5	- - -	85 0 0	- - -	- - -	- - -	9 17 9	- - -				
5. Foston Bridge to Little Drayton - -	2,011 15 2	- - -	609 6 8	- - -	- - -	- - -	82 15 10	- - -				
6. Hockerton and Kirklington - - -	367 2 8	- - -	254 0 0	- - -	150 3 6	- - -	- - -	- - -				
7. Kirkby and Pinxton - - -	218 11 6	- - -	162 0 0	- - -	- - -	- - -	4 6 4	- - -				
8. Leadenham and Southwell, Western District <i>a</i> - - -	205 1 1	- - -	383 9 10	- - -	- - -	- - -	<i>b</i> 154 0 7	- - -				
9. Mansfield and Tibshelf - - -	161 9 6	- - -	452 18 4	- - -	- - -	- - -	- - -	- - -				
10. Mansfield to Worksop - - -	503 15 2	- - -	796 17 1	- - -	- - -	1 0 0	- - -	- - -				
11. Nottingham and Derby, Eastern Division - - -	- - -	32 14 1	866 16 0	- - -	- - -	- - -	- - -	- - -				
12. Nottingham and Grantham, Western Division - - -	- - -	13 3 5	916 0 0	- - -	- - -	- - -	- - -	- - -				
13. Nottingham and Ilkeston - - -	- - -	2 1 7	780 7 0	- - -	- - -	- - -	1 8 6	- - -				
14. Nottingham and Kettering, Northern District - - -	1,390 14 8	- - -	462 0 0	- - -	- - -	- - -	41 10 6	- - -				
15. Nottingham and Loughborough - -	377 15 10	- - -	964 3 4	- - -	1 0 0	- - -	4 11 3	- - -				
16. Nottingham and Mansfield - - -	92 8 0	- - -	1,070 0 0	- - -	- - -	0 1 0	10 2 0	- - -				
17. Nottingham and Newhaven, First District - - -	154 2 7	- - -	2,220 0 0	- - -	- - -	0 19 0	1 11 8	- - -				
18. Retford and Gainsborough - - -	280 19 5	- - -	533 6 8	150 5 0	- - -	- - -	3 2 6	- - -				
19. Retford and Littleborough - - -	- - -	1,795 15 10	268 0 0	72 0 0	- - -	- - -	8 0 6	- - -				
20. Worksop to Kelham - - -	540 5 3	- - -	620 11 8	275 3 8	- - -	0 8 6	- - -	- - -				
21. Worksop to Retford - - -	188 10 8	- - -	518 0 0	- - -	- - -	- - -	- - -	- - -				
£	7,270 1 9	1,843 14 11	12,999 3 5	526 3 5	151 3 6	2 8 6	332 1 11	- - -				
COUNTY OF OXFORD.												
1. Asthall and Buckland - - -	147 0 10	- - -	207 0 0	92 12 0	- - -	- - -	2 19 0	- - -				
2. Aylesbury, Thame, Oxford, and Shillingford - - -	222 12 7	- - -	1,185 0 0	- - -	- - -	- - -	9 0 0	- - -				
3. Banbury, Brailes, and Barcheston -	80 7 9	- - -	773 3 4	- - -	- - -	- - -	- - -	- - -				
4. Barrington and Campsfield - - -	2 10 7	- - -	514 13 4	- - -	- - -	- - -	1 2 6	- - -				
5. Bicester, Aynho, and Fimmere - -	89 0 9	- - -	500 0 0	- - -	- - -	- - -	- - -	- - -				
6. Botley and Newland - - -	518 1 0	- - -	1,385 0 0	- - -	- - -	- - -	- - -	- - -				
7. Burford, Chipping Norton, Banbury, and Aynho - - -	213 7 11	- - -	1,397 15 10	- - -	- - -	- - -	6 5 0	- - -				
8. Charlbury Roads - - -	314 9 10	- - -	502 0 0	87 5 7	- - -	- - -	- - -	- - -				
9. Deddington and Kidlington - - -	- - -	401 3 8	582 0 0	164 10 8	- - -	0 13 0	22 14 4	- - -				
10. Drayton Lane to Edgehill - - -	- - -	45 3 3	248 3 4	62 3 0	- - -	- - -	- - -	- - -				
11. Enstone, Heyford Bridge, Bicester, Weston, and Kirtlington - - -	400 5 6	- - -	798 0 0	- - -	- - -	- - -	0 15 0	- - -				
12. Faringdon and Burford - - -	8 4 6	- - -	361 0 0	- - -	- - -	- - -	- - -	- - -				
13. Galley Hill and Clanfield Cross -	90 14 5	- - -	151 0 0	71 0 0	- - -	- - -	- - -	- - -				
14. Gosford Road - - -	397 16 8	- - -	172 13 4	- - -	- - -	- - -	- - -	- - -				

a Local Act expired 1st November 1867. *b* Including proceeds of sale of Trust property. *c* Contract work. *d* Including materials, &c.
h Including team labour. *i* Including contract work.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 566 10 4	176 2 0	96 15 1	90 9 9	- - -	1 13 0	34 0 10	- - -	20 0 0	25 0 0	
2. 338 1 10	c 414 13 8	- - -	- - -	- - -	- - -	3 16 0	- - -	20 0 0	45 0 0	
3. 1,794 14 5	395 4 4	210 19 10	199 3 2	- - -	10 6 7	27 0 3	30 0 0	30 0 0	67 10 0	
4. 229 0 0	c 213 7 6	- - -	- - -	- - -	- - -	0 16 6	4 0 0	- - -	- - -	
5. 4,465 3 7	c 1,635 0 0	- - -	- - -	- - -	- - -	189 11 10	30 0 0	40 0 0	80 0 0	
6. 1,610 8 1	672 14 0	587 19 2	248 16 6	- - -	20 16 0	75 16 2	30 0 0	- - -	87 10 0	
7. 159 6 5	30 15 7	13 19 0	52 3 0	- - -	0 7 0	1 1 5	- - -	10 0 0	- - -	
8. 1,130 7 0	300 1 0	196 15 4	210 11 7	- - -	18 11 6	22 14 7	- - -	17 10 0	55 0 0	
9. 756 7 11	296 4 9	101 12 1	12 6 0	- - -	2 11 0	12 13 8	10 0 0	20 0 0	50 0 0	
10. 723 14 10	266 6 11	94 7 1	75 0 0	- - -	5 6 0	25 10 2	20 0 0	20 0 0	45 0 0	
11. 661 10 1	138 4 4	21 4 9	10 10 11	- - -	- - -	14 10 6	5 0 0	15 0 0	5 0 0	
12. 1,087 10 0	406 2 0	106 6 1	151 19 6	- - -	5 7 0	21 16 5	20 0 0	- - -	50 0 0	
13. 804 8 2	351 5 5	155 12 10	121 9 5	- - -	- - -	28 4 3	- - -	20 0 0	48 0 0	
14. 273 1 3	63 8 2	59 11 4	72 10 9	- - -	- - -	32 0 6	7 10 0	12 10 0	7 10 0	
15. 1,031 19 6	237 4 2	286 4 7	132 18 10	- - -	2 0 0	49 4 8	25 0 0	12 10 0	40 0 0	
15,632 3 5	5,596 13 10	1,931 7 2	1,377 19 5	- - -	66 18 1	538 17 9	181 10 0	237 10 0	605 10 0	
1. 679 14 0	230 19 7	32 0 11	107 18 1	- - -	- - -	42 3 5	- - -	20 0 0	25 0 0	
2. 325 11 7	163 5 10	13 14 6	63 7 9	- - -	- - -	19 5 10	- - -	25 0 0	40 0 0	
3. 70 10 6	- - -	- - -	- - -	- - -	- - -	2 3 3	0 0 11	2 2 0	5 0 0	
4. 94 17 9	37 0 0	14 19 2	19 12 4	- - -	- - -	4 7 3	- - -	10 0 0	2 10 0	
5. 692 2 6	288 11 11	270 10 3	185 16 5	- - -	- - -	41 8 9	- - -	60 0 0	70 0 0	
6. 404 3 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	20 0 0	
7. 166 6 4	d 24 0 0	- - -	- - -	- - -	- - -	2 4 10	- - -	20 0 8	- - -	
8. 537 10 5	e 406 17 0	119 1 0	74 13 4	- - -	- - -	50 14 10	- - -	f 15 15 0	f 56 5 0	
9. 452 18 4	172 14 5	56 14 9	10 10 9	- - -	- - -	20 4 7	5 5 0	15 0 0	37 1 0	
10. 797 17 1	96 9 0	19 19 0	48 9 4	- - -	- - -	14 12 5	- - -	39 4 3	30 0 0	
11. 866 16 0	c 645 0 0	- - -	- - -	- - -	- - -	53 6 5	- - -	21 0 0	30 0 0	
12. 916 0 0	c 234 16 0	- - -	- - -	- - -	- - -	15 13 4	- - -	21 0 0	5 0 0	
13. 781 15 6	g 170 0 0	- - -	- - -	- - -	- - -	26 18 11	- - -	21 0 0	5 0 0	
14. 503 10 6	c 253 0 0	- - -	- - -	- - -	- - -	35 7 4	- - -	21 0 0	16 0 0	
15. 969 14 7	120 10 6	20 8 0	38 10 1	- - -	- - -	33 15 5	- - -	- - -	37 10 0	
16. 1,080 3 0	c 383 0 0	- - -	- - -	- - -	- - -	28 11 8	- - -	21 0 0	35 0 0	
17. 2,222 10 8	c 1,230 0 0	- - -	- - -	- - -	4 10 0	44 15 0	- - -	40 0 0	50 0 0	
18. 686 14 2	c 195 0 0	- - -	- - -	- - -	1 10 0	8 2 3	- - -	20 0 0	- - -	
19. 348 0 6	69 18 6	4 2 0	29 16 2	- - -	- - -	27 11 7	- - -	20 0 0	10 0 0	
20. 896 3 10	125 17 7	30 0 1	108 1 5	- - -	- - -	30 14 6	- - -	46 12 0	42 0 0	
21. 518 0 0	61 13 9	13 15 9	30 15 4	- - -	- - -	23 4 10	- - -	33 1 0	30 0 0	
14,011 0 9	4,908 14 1	595 5 5	717 11 0	- - -	6 0 0	525 6 5	5 5 11	476 14 11	546 6 0	
1. 302 11 0	137 17 10	73 10 0	- - -	- - -	12 17 0	7 18 9	- - -	15 0 0	30 0 0	
2. 1,194 0 0	310 4 10	- - -	h 497 8 8	- - -	- - -	64 11 9	10 0 0	25 0 0	60 0 0	
3. 773 3 4	116 0 4	108 15 8	314 9 2	- - -	65 4 1	15 18 8	- - -	21 0 0	10 8 0	
4. 515 15 10	i 388 1 11	12 3 0	52 6 0	- - -	- - -	13 13 3	10 0 0	30 0 0	50 0 0	
5. 500 0 0	209 1 6	55 11 3	8 16 8	- - -	- - -	4 19 5	5 5 0	25 0 0	20 0 0	
6. 1,385 0 0	c 490 0 0	- - -	- - -	- - -	28 14 6	23 11 9	- - -	21 0 0	20 0 0	
7. 1,404 0 10	585 19 2	265 17 10	321 17 5	- - -	24 13 5	65 7 6	- - -	37 2 0	110 0 0	
8. 589 5 7	c 190 0 0	- - -	9 4 0	- - -	- - -	28 14 0	10 0 0	- - -	20 0 0	
9. 769 18 0	227 14 10	77 15 8	170 19 9	- - -	- - -	1 9 8	- - -	25 0 0	15 0 0	
10. 310 6 4	57 2 0	49 12 5	105 14 1	- - -	4 0 0	8 10 3	- - -	10 0 0	10 0 0	
11. 798 15 0	336 13 0	139 0 6	17 17 8	- - -	- - -	41 2 2	5 5 0	25 0 0	40 0 0	
12. 361 0 0	40 4 4	23 10 10	58 4 10	- - -	0 10 10	43 16 0	10 0 0	21 0 0	- - -	
13. 222 0 0	106 11 5	52 15 4	7 19 0	- - -	6 11 0	4 18 6	5 0 0	15 0 0	30 0 0	
14. 172 13 4	72 7 4	44 4 6	- - -	- - -	5 14 5	7 13 10	- - -	12 12 0	20 16 0	

e Including 294l. 7s. 10d. paid to parishes on Trust ceasing.

f For 1½ year.

g Allowance to parishes.

(Continued from page 51.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF NORTHUMBERLAND.							
1. Alemonth and Hexham, Eastern District -	- - -	- - -	- - -	- - -	128 4 0	- - -	572 4 8
2. Ditto, Western District -	5 9 6	- - -	- - -	- - -	1 9 7	- - -	490 8 9
3. Allendale -	- - -	- - -	- - -	800 0 0	15 6 9	- - -	1,785 10 11
4. Alnwick and Eglingham -	- - -	1 0 0	- - -	- - -	9 16 0	- - -	229 0 0
5. Berwick, Norham, and Islandshires -	18 2 4	605 7 5	- - -	a 2,150 0 0	11 12 0	- - -	4,759 13 7
6. Cow Cawsey and Buckton Burn -	- - -	39 6 8	135 0 0	- - -	47 10 7	- - -	1,945 9 1
7. Elsdon and Reedwater -	- - -	17 14 0	- - -	35 0 0	7 3 6	- - -	168 3 6
8. Ford and Lowick -	146 17 3	147 1 9	- - -	- - -	19 1 6	- - -	1,134 4 6
9. Hexham -	8 16 10	16 10 6	- - -	100 0 0	4 4 1	- - -	634 18 11
10. Newcastle-upon-Tyne to Carlisle -	- - -	21 0 0	- - -	100 0 0	7 17 6	- - -	680 7 8
11. North Shields and Newcastle-upon-Tyne -	- - -	150 0 0	- - -	300 0 0	8 6 6	- - -	667 17 0
12. Ponteland -	35 5 8	286 0 0	- - -	e 200 0 0	6 17 0	- - -	1,289 13 8
13. Shields and Morpeth -	- - -	- - -	- - -	f 75 0 0	- - -	- - -	799 11 11
14. Wooler and Adderstone -	2 3 3	- - -	- - -	- - -	10 17 11	- - -	268 1 11
15. Wooler and Breamish -	16 17 6	184 1 0	- - -	- - -	58 4 6	- - -	1,044 5 3
£	233 12 4	1,468 1 4	135 0 0	3,760 0 0	336 11 5	- - -	16,469 11 4
COUNTY OF NOTTINGHAM.							
1. Bawtry and Srooby -	- - -	- - -	300 0 0	- - -	17 8 11	- - -	775 10 11
2. Bingham -	6 16 4	- - -	100 0 0	- - -	10 6 9	- - -	441 17 0
3. Clown and Budby -	26 16 11	- - -	- - -	- - -	1 10 11	- - -	37 14 0
4. Dunham Ferry -	- - -	- - -	- - -	- - -	1 15 6	- - -	90 4 3
5. Foston Bridge to Little Drayton -	5 15 0	- - -	- - -	- - -	54 10 0	- - -	976 12 4
6. Hockerton and Kirklington -	4 9 5	19 3 6	- - -	300 0 0	23 1 7	150 3 6	521 18 0
7. Kirkby and Pinxton -	- - -	19 16 0	- - -	g 195 0 0	8 0 0	- - -	269 1 6
8. Leadenham and Southwell, Western District -	4 17 6	- - -	- - -	- - -	14 7 10	- - -	742 11 6
9. Mansfield and Tibshelf -	- - -	98 18 0	- - -	h 135 0 0	17 6 0	- - -	568 14 6
10. Mansfield to Worksop -	- - -	111 8 10	- - -	601 10 0	1 16 6	- - -	963 9 4
11. Nottingham and Derby, Eastern Division -	9 4 2	10 5 8	- - -	- - -	53 16 0	- - -	822 12 3
12. Nottingham and Grantham, Western Division -	11 0 8	90 19 8	- - -	i 560 10 0	19 14 8	- - -	958 14 4
13. Nottingham and Ilkeston -	8 17 8	96 1 2	- - -	400 0 0	16 11 10	- - -	744 9 7
14. Nottingham and Kettering, Northern District -	19 12 10	- - -	- - -	- - -	h 66 2 11	- - -	411 3 1
15. Nottingham and Loughborough -	17 0 6	254 0 1	- - -	l 415 0 0	10 10 6	1 0 0	948 5 1
16. Nottingham and Mansfield -	4 17 4	200 1 0	- - -	300 0 0	m 38 14 6	- - -	1,011 4 6
17. Nottingham and Newhaven, First District -	32 16 6	18 15 2	595 13 8	200 0 0	85 13 5	- - -	2,302 3 9
18. Retford and Gainsborough -	8 18 10	188 13 9	- - -	n 260 15 0	11 3 6	- - -	694 3 4
19. Retford and Littleborough -	- - -	12 0 0	- - -	50 0 0	0 17 6	- - -	224 5 9
20. Worksop to Kelham -	- - -	405 2 0	- - -	- - -	1 12 6	- - -	790 0 1
21. Worksop to Retford -	- - -	195 13 11	- - -	o 190 0 0	1 5 0	- - -	579 9 7
£	161 3 8	1,720 18 9	995 13 8	3,607 15 0	456 6 4	151 3 6	14,874 4 8
COUNTY OF OXFORD.							
1. Asthall and Buckland -	23 13 4	24 8 4	- - -	70 16 2	7 8 1	- - -	403 9 6
2. Aylesbury, Thame, Oxford, and Shillingford -	- - -	174 10 5	- - -	p 167 7 0	13 14 8	- - -	1,322 17 4
3. Banbury, Brailes, and Barcheston -	- - -	131 10 6	- - -	p 18 0 0	13 12 9	- - -	814 19 2
4. Barrington and Campsfield -	10 12 10	5 0 0	- - -	- - -	12 0 0	- - -	583 17 0
5. Bicester, Aynho, and Finmere -	- - -	63 16 0	- - -	- - -	6 12 6	- - -	399 2 4
6. Botley and Newland -	28 14 0	391 10 6	- - -	- - -	56 9 4	- - -	1,060 0 1
7. Burford, Chipping Norton, Banbury, and Aynho -	24 4 6	- - -	25 0 0	- - -	7 19 5	- - -	1,468 1 3
8. Charlbury Roads -	30 2 4	41 10 10	- - -	q 308 15 0	34 9 6	- - -	672 15 8
9. Deddington and Kidlington -	115 10 0	33 0 0	- - -	- - -	11 15 2	- - -	678 5 1
10. Drayton Lane to Edgehill -	- - -	- - -	- - -	- - -	1 19 6	- - -	256 18 3
11. Enstone, Heyford Bridge, Bicester, Weston, and Kirtlington -	- - -	120 19 2	- - -	r 227 10 0	- - -	- - -	953 7 6
12. Faringdon and Burford -	- - -	157 13 5	- - -	- - -	8 10 1	- - -	363 10 4
13. Galleys Hill and Clanfield Cross -	14 0 4	21 18 1	- - -	- - -	2 6 3	- - -	266 19 11
14. Gxford Road -	- - -	- - -	- - -	- - -	2 0 0	- - -	165 8 1

a For debts of 2,400*l.* b Reduced 50*l.*, extinguished by new Act. c Interest reduced and arrears extinguished by new Local Act.
g For debts of 210*l.* h For debts of 150*l.* i For debts of 59*l.* 10*s.*, and including 17*l.* 15*s.* paid off debt on Eastern Division.
o For debts of 200*l.* p For debts of 40*l.*

TURNPIKE TRUSTS IN ENGLAND AND WALES, 1867.

53

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Inter- est per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com- position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	27 9 9	27 9 9
2. 8,600 0 0	None	- - -	- - -	- - -	8,600 0 0	- - -	- - -	- - -	- - -	94 10 5	94 10 5
3. 18,258 13 4	3½	236 11 4	- - -	51 11 3	288 2 7	- - -	- - -	- - -	- - -	309 13 8	466 14 5
4. 900 0 0	5	- - -	310 8 3	383 17 0	1,283 17 0	- - -	157 0 9	- - -	- - -	1 0 8	1 0 8
5. 565 0 0	3	- - -	- - -	- - -	565 0 0	- - -	- - -	- - -	- - -	154 10 8	154 10 8
6. 4,299 0 0	c 3	297 6 0	- - -	293 9 2	4,889 15 2	- - -	- - -	- - -	- - -	176 0 0	176 0 0
7. 4,622 5 0	1½	- - -	- - -	- - -	4,622 5 0	- - -	- - -	- - -	- - -	13 6 10	13 6 10
8. 500 0 0	3½	- - -	- - -	- - -	500 0 0	- - -	- - -	- - -	- - -	64 6 2	64 6 2
9. 5,700 0 0	2½	1,339 0 10	- - -	- - -	7,039 0 10	- - -	- - -	- - -	- - -	245 18 7	245 18 7
10. 13,577 0 0	2	- - -	- - -	- - -	13,577 0 0	- - -	- - -	- - -	- - -	57 6 9	57 6 9
11. 5,550 0 0	None	- - -	- - -	- - -	5,550 0 0	- - -	- - -	- - -	- - -	495 5 7	765 6 4
12. 6,000 0 0	3	- - -	- - -	- - -	6,000 0 0	- - -	- - -	- - -	270 0 9	- - -	- - -
68,571 18 4	- -	1,872 18 2	310 8 3	728 17 5	71,484 2 2	- -	157 0 9	- -	270 0 9	1,639 9 1	2,066 10 7
1. - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	190 12 0	190 12 0
2. 7,616 15 3	1d.	- - -	- - -	- - -	7,616 15 3	- - -	- - -	- - -	224 17 2	119 0 4	343 17 6
3. - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	280 6 8	280 6 8
4. - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	12 18 11	12 18 11
5. 880 0 0	2	- - -	- - -	- - -	880 0 0	- - -	- - -	- - -	- - -	1,727 5 4	1,727 5 4
6. 450 0 0	3	- - -	- - -	- - -	450 0 0	- - -	- - -	- - -	- - -	249 8 2	249 8 2
7. - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	110 0 0	115 16 4	225 16 4
8. 2,322 10 0	4	28 3 7	- - -	- - -	2,350 13 7	- - -	- - -	- - -	- - -	- - -	- - -
9. 1,588 0 0	4	70 8 8	63 10 4	- - -	1,721 19 0	84 13 4	- - -	- - -	- - -	45 13 4	130 6 8
10. 250 0 0	4	- - -	- - -	- - -	250 0 0	- - -	- - -	- - -	- - -	338 2 11	338 2 11
11. 2,557 0 0	3	- - -	- - -	55 17 9	2,612 17 9	- - -	- - -	- - -	- - -	11 9 8	11 9 8
12. 2,662 13 8	3	- - -	- - -	- - -	2,662 13 8	- - -	- - -	- - -	- - -	35 4 4	35 4 4
13. - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
14. 7,400 0 0	3½	- - -	- - -	- - -	7,400 0 0	- - -	- - -	5 7 3	- - -	1,483 2 1	1,483 2 1
15. 4,750 0 0	4	- - -	- - -	- - -	4,750 0 0	- - -	- - -	- - -	- - -	399 5 4	404 12 7
16. 250 0 0	4	- - -	- - -	- - -	250 0 0	- - -	- - -	- - -	- - -	161 6 6	161 6 6
17. 7,500 0 0	2½	- - -	- - -	- - -	7,500 0 0	- - -	- - -	- - -	- - -	74 9 6	74 9 6
18. 250 0 0	4	- - -	- - -	1,672 1 1	1,922 1 1	- - -	- - -	- - -	- - -	273 10 3	273 10 3
19. 8,651 0 0	5	119 8 6	636 2 9	- - -	9,469 11 3	- - -	- - -	- - -	- - -	646 9 0	646 9 0
20. 4,550 0 0	4	63 19 10	15 4 0	- - -	4,629 3 10	- - -	- - -	- - -	- - -	127 1 1	127 1 1
51,677 18 11	- -	282 0 7	714 17 1	1,727 18 10	54,402 15 5	84 13 4	- -	5 7 8	334 17 2	6,291 1 9	6,715 19 6
1. 1,220 17 8	2	- - -	- - -	- - -	1,220 17 8	- - -	- - -	- - -	- - -	46 2 4	46 2 4
2. 3,600 0 0	4½	- - -	127 15 0	- - -	3,727 15 0	- - -	- - -	24 0 0	- - -	93 15 3	117 15 3
3. 4,344 0 0	3	- - -	119 9 4	- - -	4,463 9 4	20 0 0	- - -	- - -	- - -	38 11 11	58 11 11
4. 100 0 0	5	83 9 8	3 10 6	65 10 7	252 10 9	- - -	- - -	- - -	- - -	- - -	- - -
5. 1,595 0 0	4	- - -	64 0 0	- - -	1,659 0 0	- - -	- - -	- - -	- - -	189 18 5	189 18 5
6. 11,300 0 0	3	- - -	345 10 0	- - -	11,645 10 0	- - -	- - -	- - -	- - -	843 0 11	843 0 11
7. - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	149 7 6	149 7 6
8. 1,462 10 0	2½	- - -	1 4 7	- - -	1,463 14 7	83 13 4	- - -	- - -	4 0 6	230 19 9	318 13 7
9. 1,100 0 0	3	- - -	33 0 0	309 10 9	1,442 10 9	- - -	- - -	- - -	- - -	- - -	- - -
10. - - -	- - -	10 0 0	- - -	- - -	10 0 0	- - -	- - -	- - -	- - -	8 4 10	8 4 10
11. 3,427 0 0	3	- - -	- - -	- - -	3,427 0 0	- - -	- - -	- - -	- - -	245 13 0	245 13 0
12. 2,150 0 0	5	10 18 1	69 4 11	- - -	2,230 3 0	- - -	- - -	- - -	- - -	5 14 2	5 14 2
13. 730 0 0	3	- - -	- - -	- - -	730 0 0	- - -	- - -	- - -	- - -	45 14 6	45 14 6
14. - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	405 1 11	405 1 11

d Including 147l. 5s. at 3 per cent., and 3,875l. not bearing interest.
 k Including 45l. 19s. 5d. to Centre Division.
 l For debts of 600l.
 q For debts of 325l.

e For debts of 723l.
 m Including 20l. for watering.
 r For debts of 350l.

f For debts of 300l.
 n For debts of 333l. 6s. 8d.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1867.	3. Balance due to the Treasurers on 1st Jan. 1867.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF OXFORD—cont.								
15. Henley and Dorchester - -	709 13 5	- - -	999 6 8	- - -	- - -	- - -	9 0 0	- - -
16. St. Clement's - - -	730 13 8	- - -	941 13 4	- - -	- - -	- - -	- - -	- - -
17. Stokenchurch and Woodstock -	815 16 2	- - -	1,725 1 0	- - -	- - -	- - -	34 5 5	- - -
18. Ditto, Islip Branch - - -	- - -	- - -	94 0 0	- - -	- - -	- - -	- - -	- - -
19. Thame and Bicester - - -	- - -	21 9 10	435 0 0	- - -	- - -	0 4 6	50 0 0	- - -
20. Thame and Postcombe - - -	- - -	7 3 0	145 0 0	- - -	- - -	- - -	- - -	- - -
21. Woodstock and Rollright Lane -	61 9 1	- - -	439 1 8	- - -	- - -	- - -	0 5 0	- - -
£	4,802 4 8	474 19 9	13,556 11 10	477 11 3	- - -	0 17 6	136 6 3	- - -
COUNTY OF RUTLAND.								
1. Grantham, South District - -	3 15 9	- - -	396 12 0	- - -	- - -	- - -	0 5 0	- - -
2. Leicester and Peterborough, Up- pingham District - - -	25 18 8	- - -	440 0 3	- - -	- - -	- - -	d 335 10 6	- - -
3. Nottingham and Kettering, South Division - - -	108 6 4	- - -	644 5 2	- - -	- - -	- - -	11 12 0	- - -
4. Oakham - - -	5 16 5	- - -	421 15 0	- - -	- - -	- - -	- - -	- - -
£	143 17 2	- - -	1,902 12 5	- - -	- - -	- - -	347 7 6	- - -
COUNTY OF SALOP.								
1. Bishop's Castle, First District -	- - -	179 8 3	1,118 13 10	323 16 7	- - -	- - -	30 12 1	- - -
2. Bridgnorth and Shifnal - -	96 18 7	- - -	207 13 3	- - -	- - -	- - -	15 0 0	- - -
3. Burlton and Llanymynech - -	34 8 1	- - -	225 8 4	- - -	- - -	- - -	- - -	- - -
4. Cleobury Mortimer District - -	191 2 4	- - -	702 8 4	- - -	- - -	- - -	21 6 10	- - -
5. Cleobury North and Ditton Priors -	248 12 1	- - -	313 3 0	73 0 0	- - -	- - -	15 12 6	- - -
6. Coalbrookdale and Wellington -	243 8 3	- - -	246 13 4	- - -	- - -	- - -	- - -	- - -
7. Ellesmere District - - -	342 9 6	- - -	433 10 11	- - -	- - -	0 12 0	- - -	- - -
8. Ellesmere, Wem Division - -	19 16 7	- - -	199 0 0	- - -	- - -	- - -	- - -	- - -
9. Honnington and Hilton g - -	33 0 3	- - -	16 17 11	- - -	- - -	- - -	1 0 10	- - -
10. Leighton and Buildwas - -	114 4 11	- - -	86 0 0	- - -	- - -	- - -	3 5 11	- - -
11. Ludlow Roads (Three Districts consolidated) - - -	726 3 0	- - -	2,595 2 0	- - -	- - -	0 4 0	190 19 11	- - -
12. Madeley g - - -	180 6 1	- - -	365 18 0	- - -	- - -	- - -	h 239 17 4	- - -
13. Minsterley and Churchstoke - -	7 11 1	- - -	283 8 8	76 10 0	- - -	- - -	- - -	- - -
14. Morville and Shipton - - -	53 3 5	- - -	124 18 4	79 15 6	- - -	- - -	- - -	- - -
15. Newport and Ternhill g - -	117 8 0	- - -	176 10 0	- - -	- - -	- - -	h 387 3 0	- - -
16. Oswestry - - -	121 16 5	- - -	2,585 4 2	- - -	- - -	0 16 9	87 9 0	- - -
17. Preston Brookhurst - - -	443 15 3	- - -	1,373 0 0	- - -	- - -	- - -	27 13 5	- - -
18. Shifnal District - - -	35 13 2	- - -	305 0 0	- - -	- - -	- - -	0 5 0	- - -
19. Shrewsbury (Nine Districts) -	714 14 0	- - -	1,924 1 10	48 12 0	- - -	0 11 7	111 11 10	- - -
20. Shrewsbury, Wenlock, and Bridg- north - - -	380 6 8	- - -	1,410 1 10	- - -	- - -	2 4 8	12 7 3	- - -
21. Wem and Bron-y-Garth, First District - - -	140 19 2	- - -	493 9 7	- - -	- - -	- - -	- - -	- - -
22. Ditto, Second District - - -	- - -	543 10 10	p 286 10 0	- - -	- - -	- - -	h 273 0 0	- - -
23. Wenlock g - - -	137 9 3	- - -	184 0 0	40 0 0	- - -	- - -	2 5 3	- - -
24. Weston Gate (Bewdley Act) - -	181 17 10	- - -	592 10 0	- - -	- - -	- - -	34 12 5	- - -
25. Whitchurch and Madeley - -	150 16 11	- - -	- - -	- - -	- - -	- - -	- - -	- - -
£	4,716 0 10	722 19 1	16,249 3 4	641 14 1	- - -	4 9 0	1,454 2 7	- - -
COUNTY OF SOMERSET.								
1. Bath - - -	947 5 6	- - -	5,817 0 0	- - -	- - -	2 15 3	227 5 0	- - -
2. Black Dog - - -	164 11 2	- - -	1,281 2 6	234 5 0	- - -	- - -	69 5 0	- - -
3. Bridgwater - - -	192 8 8	- - -	3,430 0 0	- - -	- - -	- - -	20 10 0	- - -
4. Bruton - - -	193 14 6	- - -	1,325 18 4	- - -	- - -	- - -	- - -	- - -
5. Chard - - -	60 16 2	- - -	740 17 6	- - -	- - -	- - -	- - -	- - -
6. Crewkerne - - -	183 8 3	- - -	1,597 10 0	- - -	- - -	0 6 9	6 0 0	- - -
7. Frome - - -	455 7 8	- - -	1,694 1 4	- - -	- - -	- - -	130 9 0	- - -
8. High Ham and Ashcott - - -	2 14 3	- - -	75 0 0	- - -	- - -	- - -	- - -	- - -
9. Ilchester - - -	23 15 2	- - -	751 0 0	- - -	- - -	- - -	16 18 6	- - -
10. Ilminster - - -	346 5 9	- - -	1,508 16 8	- - -	- - -	- - -	5 18 1	- - -
11. Langport, Somerton, and Castle Cary - - -	477 7 4	- - -	2,187 9 1	787 10 0	- - -	0 3 5	31 19 6	- - -

a For 1½ year. b Paid to parishes. c Including team labour. d Including 328l. 10s. received from Leicester District.
i Including 186l. 19s. 10d. balance paid to the parishes on the trust ceasing. e For 1½ year and including 10l. gratuity.
n Including materials. o For a portion of a year. p No tolls have been received and no repairs done since the last return.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,008 6 8	241 7 3	191 6 8	207 4 8	- - -	- - -	38 4 9	- - -	100 0 0	a 187 10 0
941 13 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1,759 6 5	333 9 4	424 19 4	723 10 6	- - -	1 10 6	18 12 3	- - -	35 0 0	80 0 0
94 0 0	b 69 10 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
485 4 6	112 18 6	- - -	c 203 5 2	- - -	- - -	10 17 4	7 0 0	10 0 0	30 0 0
145 0 0	11 15 2	- - -	e 54 19 2	- - -	- - -	3 11 6	3 0 0	5 0 0	5 0 0
439 6 8	205 18 9	46 10 0	15 8 0	- - -	10 0 0	18 12 0	- - -	35 0 0	52 0 0
14,171 6 10	4,242 18 0	1,565 13 0	2,769 4 9	- - -	159 15 9	422 3 4	65 10 0	467 14 0	800 14 0
396 17 0	162 11 9	58 7 6	66 1 9	- - -	- - -	9 18 5	- - -	20 0 0	39 0 0
775 10 9	127 11 3	72 17 7	154 5 1	- - -	- - -	17 17 3	- - -	10 0 0	39 0 0
655 17 2	153 10 3	65 3 4	244 10 0	- - -	- - -	14 5 6	- - -	10 0 0	39 0 0
421 15 0	165 9 9	46 3 0	141 7 4	- - -	1 0 0	17 16 10	- - -	20 0 0	50 0 0
2,249 19 11	609 3 0	242 11 5	606 4 2	- - -	1 0 0	59 18 0	- - -	60 0 0	167 0 0
1,473 2 6	709 10 5	233 15 3	- - -	- - -	20 8 1	27 0 4	35 0 0	25 0 0	120 0 0
222 13 3	e 142 16 5	- - -	- - -	- - -	- - -	- - -	- - -	10 10 0	8 0 0
225 8 4	111 4 11	12 3 2	58 12 4	- - -	1 0 6	0 8 1	- - -	- - -	16 0 0
723 15 2	271 13 11	95 0 10	3 10 0	- - -	- - -	23 18 1	- - -	15 0 0	88 0 0
401 15 6	128 14 7	68 18 8	7 7 0	- - -	- - -	6 11 11	- - -	- - -	30 0 0
246 13 4	58 2 0	17 4 3	- - -	- - -	- - -	14 11 3	- - -	10 0 0	f 22 10 0
434 2 11	103 17 6	3 9 9	12 19 4	- - -	4 0 0	24 13 9	- - -	- - -	50 0 0
199 0 0	43 4 6	2 13 0	- - -	- - -	- - -	35 7 3	10 0 0	10 0 0	- - -
17 18 9	18 1 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
89 5 11	10 11 3	0 7 6	0 2 6	- - -	- - -	- - -	- - -	6 0 0	5 0 0
2,786 5 11	1,097 5 3	680 16 1	534 3 1	- - -	5 10 6	135 13 4	25 0 0	21 0 0	160 0 0
605 15 4	i 433 5 9	126 19 5	- - -	- - -	- - -	118 8 3	- - -	20 0 0	k 62 10 0
359 18 8	89 11 5	22 2 9	10 13 8	- - -	- - -	2 0 8	- - -	15 0 0	15 12 0
204 13 10	54 3 0	28 19 0	4 16 3	- - -	- - -	5 17 3	- - -	15 0 0	10 0 0
563 13 0	l 469 17 9	- - -	- - -	- - -	- - -	66 9 9	7 7 0	m 14 14 0	10 10 0
2,673 9 11	1,527 6 4	173 6 3	235 9 2	- - -	15 8 0	53 13 9	- - -	50 0 0	105 0 0
1,400 13 5	308 12 3	180 16 5	93 1 5	- - -	23 18 10	28 11 5	- - -	30 0 0	70 0 0
305 5 0	e 138 15 9	- - -	- - -	- - -	- - -	4 3 6	- - -	25 0 0	- - -
2,084 17 3	n 1,115 16 11	494 6 4	- - -	- - -	9 18 4	39 18 11	- - -	60 0 0	118 18 8
1,424 13 9	636 2 6	169 1 1	39 13 8	- - -	7 19 0	37 15 0	- - -	30 0 0	52 0 0
493 9 7	166 0 8	42 16 6	5 19 4	- - -	3 0 0	8 9 1	- - -	m 24 0 0	o 14 10 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
559 10 0	q 493 15 2	18 8 6	9 11 8	- - -	- - -	8 1 6	- - -	r 38 0 0	a 87 10 0
226 5 3	58 13 3	38 11 8	- - -	- - -	- - -	- - -	- - -	5 0 0	12 0 0
627 2 5	201 16 0	48 16 6	74 13 3	- - -	0 10 0	28 0 6	- - -	30 0 0	50 0 0
18,349 9 0	8,388 18 8	2,458 12 11	1,090 12 8	- - -	91 13 3	669 13 7	77 7 0	454 4 0	1,108 0 8
6,047 0 3	1,185 14 10	681 12 1	1,751 12 5	6 0 0	87 15 9	70 9 11	70 0 0	10 0 0	290 0 0
1,584 12 6	505 1 7	142 0 8	40 7 9	- - -	22 2 1	20 10 2	25 0 0	30 0 0	110 0 0
3,450 10 0	789 15 9	346 9 8	536 11 5	- - -	- - -	70 18 6	- - -	70 0 0	190 0 0
1,325 18 4	e 713 6 3	- - -	- - -	- - -	- - -	19 13 2	- - -	30 0 0	60 0 0
740 17 6	e 480 0 0	- - -	- - -	- - -	- - -	75 16 5	- - -	40 0 0	16 10 0
1,603 16 9	206 15 11	150 16 6	197 15 2	- - -	- - -	93 11 1	20 0 0	40 0 0	60 0 0
1,824 10 4	768 15 11	240 5 9	37 17 7	- - -	- - -	132 9 8	25 0 0	50 0 0	220 0 0
75 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
767 18 6	170 11 8	127 19 7	175 0 11	- - -	15 12 1	7 0 8	- - -	30 0 0	100 0 0
1,514 14 9	276 14 6	174 8 7	103 9 2	25 0 0	34 11 4	43 9 11	20 0 0	42 0 0	80 0 0
3,007 2 0	602 4 6	555 13 3	531 12 11	- - -	23 4 6	93 11 6	- - -	50 0 0	155 0 0

e Contract work.

f For 1½ year.

g Local Act expired 1st November 1867.

h Including proceeds of sale of trust property.

i Contract work and including 324l. 12s. divided among the parishes on the trust ceasing.

m For two years.

q Including 312l. 18s. 11d. paid to parishes on the trust ceasing.

r Including 20l. gratuity.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF OXFORD—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15. Henley and Dorchester - -	14 0 4	99 6 2	329 8 2	- - -	23 4 2	- - -	1,431 12 2
16. St. Clement's - - -	- - -	112 8 1	- - -	- - -	4 16 0	- - -	117 4 1
17. Stokenchurch and Woodstock - -	10 0 0	397 16 1	- - -	- - -	10 4 10	- - -	2,035 2 10
18. Ditto, Islip Branch - - -	- - -	17 17 6	- - -	- - -	6 12 0	- - -	94 0 0
19. Thame and Bicester - - -	- - -	67 10 0	- - -	- - -	4 15 8	- - -	446 6 8
20. Thame and Postcombe - - -	- - -	42 10 0	- - -	- - -	3 2 0	- - -	128 17 10
21. Woodstock and Rollright Lane - -	3 3 0	53 5 6	4 0 0	- - -	13 5 9	- - -	457 3 0
£	274 0 8	1,956 10 7	358 8 2	792 8 2	244 17 8	- - -	14,119 18 1
COUNTY OF RUTLAND.							
1. Grantham, South District - - -	- - -	21 13 3	- - -	- - -	6 16 4	- - -	384 9 0
2. Leicester and Peterborough, Up- pingham District - - -	4 11 10	258 15 0	- - -	- - -	15 5 8	- - -	700 3 8
3. Nottingham and Kettering, South Division - - -	16 3 4	8 0 3	- - -	30 13 9	6 177 19 5	- - -	759 5 10
4. Oakham - - -	- - -	- - -	- - -	- - -	2 13 0	- - -	444 9 11
£	20 15 2	288 8 6	- - -	30 13 9	202 14 5	- - -	2,288 8 5
COUNTY OF SALOP.							
1. Bishop's Castle, First District - -	24 8 2	103 8 11	0 13 4	200 0 0	48 10 2	- - -	1,547 14 8
2. Bridgnorth and Shiffnal - - -	16 3 2	47 0 0	- - -	50 0 0	1 16 0	- - -	276 5 7
3. Burlton and Llanymynech - - -	- - -	48 2 3	- - -	- - -	8 0 0	- - -	255 11 3
4. Cleobury Mortimer District - - -	- - -	75 18 7	- - -	d 201 0 0	35 7 3	- - -	809 8 8
5. Cleobury North and Ditton Priors - -	24 14 9	69 8 11	- - -	d 232 10 0	11 0 9	- - -	579 6 7
6. Coalbrookdale and Wellington - -	- - -	122 19 4	- - -	- - -	0 10 6	- - -	245 17 4
7. Ellesmere District - - -	- - -	127 15 9	- - -	- - -	3 4 4	- - -	330 0 5
8. Ellesmere, Wem Division - - -	2 19 9	8 0 0	- - -	- - -	4 12 2	- - -	116 16 8
9. Honnington and Hilton - - -	5 16 8	- - -	- - -	25 0 0	2 1 2	- - -	50 19 0
10. Leighton and Buildwas - - -	- - -	7 5 10	- - -	- - -	8 11 2	- - -	37 18 3
11. Ludlow Roads (Three Districts consolidated) - - -	- - -	61 15 4	- - -	f 100 0 0	16 6 8	- - -	2,837 10 3
12. Madeley - - -	9 18 0	- - -	- - -	- - -	15 0 0	- - -	786 1 5
13. Minsterley and Churchstoke - - -	- - -	- - -	- - -	155 0 0	2 10 2	- - -	312 10 8
14. Morville and Shipton - - -	- - -	60 0 0	- - -	- - -	2 9 6	- - -	181 5 0
15. Newport and Ternhill - - -	46 16 0	- - -	38 7 6	- - -	26 19 0	- - -	681 1 0
16. Oswestry - - -	- - -	137 9 7	- - -	h 400 0 0	59 9 6	- - -	2,757 2 7
17. Preston Brockhurst - - -	- - -	154 4 1	- - -	i 481 0 0	22 14 1	- - -	1,392 18 6
18. Shiffnal District - - -	- - -	- - -	- - -	120 0 0	10 11 11	- - -	298 11 2
19. Shrewsbury (Nine Districts) - - -	- - -	161 13 9	9 9 5	k 400 0 0	45 1 11	- - -	2,455 4 3
20. Shrewsbury, Wenlock, and Bridg- north - - -	- - -	174 4 7	- - -	l 245 0 0	14 9 7	- - -	1,406 5 5
21. Wem and Bron-y-Garth, First District - - -	- - -	85 10 0	- - -	- - -	5 17 6	- - -	356 3 1
22. Ditto, Second District - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
23. Wenlock - - -	17 18 0	- - -	- - -	- - -	23 14 5	- - -	696 19 3
24. Weston Gate (Bewdley Act) - - -	- - -	27 8 6	- - -	100 0 0	11 2 4	- - -	252 15 9
25. Whitchurch and Madeley - - -	- - -	46 17 6	- - -	- - -	34 6 5	- - -	515 0 2
£	148 14 6	1,519 2 11	48 10 3	2,709 10 0	414 6 6	- - -	19,179 6 11
COUNTY OF SOMERSET.							
1. Bath - - -	51 3 9	853 18 0	88 14 8	850 0 0	4 19 3	- - -	6,002 0 8
2. Black Dog - - -	44 11 4	610 15 6	13 2 10	- - -	43 6 6	- - -	1,606 18 5
3. Bridgwater - - -	- - -	162 13 1	8 0 0	1,192 10 0	65 7 4	- - -	3,432 5 9
4. Bruton - - -	6 11 4	321 1 2	- - -	- - -	23 16 5	- - -	1,174 8 4
5. Chard - - -	6 17 6	29 0 3	- - -	200 0 0	20 5 4	- - -	868 9 6
6. Crewkerne - - -	9 3 6	238 16 11	247 13 3	400 0 0	22 15 8	- - -	1,687 8 0
7. Frome - - -	2 2 0	40 1 11	- - -	300 0 0	32 8 3	- - -	1,881 2 4
8. High Ham and Ashcott - - -	- - -	9 12 6	- - -	- - -	4 12 11	- - -	24 5 5
9. Ilchester - - -	- - -	30 0 0	- - -	75 0 0	22 2 1	- - -	753 7 0
10. Ilminster - - -	8 4 6	416 15 8	121 1 0	200 0 0	44 0 2	- - -	1,589 14 10
11. Langport, Somerton, and Castle Cary - - -	- - -	343 13 4	- - -	q 412 7 6	37 7 5	- - -	2,804 14 11

(Continued from page 55.)

a Interest and arrears relinquished. b Including 163*l.* 13*s.* 2*d.* to Cent're Division. c Including 100*l.* at 4 per cent. d For debts of 300*l.*
 e Including 200*l.* accepted in discharge of debts of 301*l.* f For debts of 350*l.* m Including 5,577*l.* 12*s.* 6*d.* at 4 per cent. n None has ever been paid.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com-position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
650 0 0	4½	-	11 19 2	-	661 19 2	-	-	-	-	286 7 11	286 7 11
15,164 0 0	a None	-	-	-	15,164 0 0	-	-	-	-	1,555 2 11	1,555 2 11
12,805 0 0	3½	176 13 4	451 9 6	-	13,433 2 10	-	-	-	-	539 19 9	539 19 9
550 0 0	3½	-	-	-	550 0 0	-	-	-	-	-	-
1,350 0 0	5	-	-	-	1,350 0 0	-	-	-	-	17 8 0	17 8 0
850 0 0	5	-	-	-	850 0 0	-	-	-	-	8 19 2	8 19 2
600 0 0	4½	-	68 0 0	-	668 0 0	-	-	-	-	43 12 9	43 12 9
62,998 7 8	-	281 1 1	1,295 3 0	375 1 4	64,949 13 1	103 13 4	-	24 0 0	4 0 6	4,753 15 0	4,885 8 10
672 6 6	4	-	4 15 8	-	677 2 2	-	-	-	-	16 3 9	16 3 9
2,166 13 4	4½	-	461 6 9	-	2,628 0 1	-	-	-	-	101 5 9	101 5 9
-	-	-	-	16 18 6	16 18 6	-	-	-	-	4 17 8	4 17 8
2,838 19 10	-	-	466 2 5	16 18 6	3,322 0 9	-	-	-	-	122 7 2	122 7 2
3,280 0 0	3	-	-	254 0 5	3,534 0 5	33 0 0	-	-	-	-	33 0 0
1,150 0 0	4	-	-	-	1,150 0 0	-	-	-	-	43 6 3	43 6 3
1,100 0 0	3½	-	40 0 5	-	1,140 0 5	66 5 0	-	-	-	4 5 2	70 10 2
2,700 0 0	2½	-	-	-	2,700 0 0	95 13 4	-	-	-	105 8 10	201 2 2
2,140 0 0	3	-	-	-	2,140 0 0	-	-	-	-	71 1 0	71 1 0
3,100 0 0	4	-	124 0 0	-	3,224 0 0	46 13 4	-	-	-	244 4 3	290 17 7
3,000 0 0	5	-	125 0 0	-	3,125 0 0	-	-	-	-	446 12 0	446 12 0
160 0 0	5	-	-	-	160 0 0	-	-	-	-	101 19 11	101 19 11
1,108 0 0	1d.	-	0 2 9	-	1,108 2 9	-	-	-	-	165 12 7	165 12 7
1,664 0 0	4	-	-	-	1,664 0 0	-	-	18 0 0	-	674 18 8	692 18 8
9,728 6 11	1d.	-	-	-	9,728 6 11	-	-	-	-	54 19 1	54 19 1
10,900 0 0	3	-	6,052 11 6	-	16,952 11 6	-	14 15 3	-	-	76 12 3	91 7 6
3,225 4 6	4	-	65 0 0	-	3,290 4 6	69 16 8	-	-	-	38 3 9	108 0 5
3,050 0 0	4½	-	-	-	3,050 0 0	-	-	-	-	451 10 2	451 10 2
960 0 0	None	-	-	-	960 0 0	-	-	-	-	42 7 0	42 7 0
6,480 17 6	3 & 4	-	87 16 3	-	6,568 13 9	-	-	-	-	344 7 0	344 7 0
4,800 0 0	3½	-	-	-	4,800 0 0	71 10 0	-	-	16 0 9	398 15 0	486 5 9
2,000 0 0	5	-	65 0 0	-	2,065 0 0	-	-	-	-	278 5 8	278 5 8
8,577 12 6	5	-	-	543 10 10	9,121 3 4	-	-	-	-	-	-
1,600 0 0	2	-	9 6 10	-	1,609 6 10	-	-	-	-	155 7 4	155 7 4
1,250 0 0	3½	-	-	-	1,250 0 0	-	-	-	-	262 19 2	262 19 2
71,974 1 5	-	-	6,568 17 9	797 11 3	79,340 10 5	382 18 4	14 15 3	18 0 0	16 0 9	3,960 15 1	4,392 9 5
18,835 0 0	4½	304 7 1	-	-	19,139 7 1	7 10 0	-	-	-	992 5 1	999 15 1
30,539 19 1	2	-	-	-	30,539 19 1	-	-	-	-	142 5 3	142 5 3
2,292 10 0	4	36 16 9	82 3 0	-	2,411 9 9	-	-	-	-	210 12 11	210 12 11
9,350 0 0	3½	-	447 7 0	-	9,797 7 0	15 0 0	-	-	-	345 4 6	360 4 6
550 0 0	4 & 5	-	95 0 0	66 15 10	711 15 10	-	-	-	-	-	-
5,600 0 0	4	-	-	-	5,600 0 0	-	-	-	-	99 17 0	99 17 0
800 0 0	4½	-	-	-	800 0 0	-	-	8 9 0	-	398 15 8	407 4 8
2,390 0 0	1½	-	142 1 0	-	2,532 1 0	-	-	-	-	53 8 10	53 8 10
525 0 0	5	-	-	-	525 0 0	-	-	-	-	38 6 8	38 6 8
8,200 0 0	5	-	253 11 3	-	8,453 11 3	105 4 2	-	-	-	271 5 8	376 9 10
11,240 0 0	3	13 2 2	257 17 5	-	11,510 19 7	38 11 8	-	-	14 16 8	679 14 5	733 2 9

e Remaining debt, 370L, relinquished.

f For debts of 106L.

g Including 464L. at 3 per cent.

h For debts of 444L.

i For debts of 500L.

o Including 2,550L. at 3L. 3s. per cent. and 1,550L. at 2L. 16s. per cent.

p Including 1,900L. at 4½ per cent.

q For debts of 550L.

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.				
	Balance in Treasurers' Hands on 1st Jan. 1867.	Balance due to the Treasurers on 1st Jan. 1867.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.	
COUNTY OF SOMERSET— <i>continued.</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
12. Martock and South Petherton Roads (united)	124 16 5	- - -	740 0 0	- - -	- - -	- - -	- - -	- - -	
13. " Minehead Roads " (united)	- - -	7 12 1	1,719 10 0	- - -	- - -	- - -	0 4 0	- - -	
14. Radstock	- - -	85 2 8	897 10 2	- - -	- - -	- - -	- - -	- - -	
15. Shepton Mallet	- - -	79 5 8	2,108 11 8	- - -	- - -	0 18 6	106 19 0	- - -	
16. Taunton	- - -	103 10 9	3,580 0 0	- - -	- - -	- - -	139 6 7	- - -	
17. Wedmore	255 7 5	- - -	296 0 0	- - -	- - -	- - -	- - -	- - -	
18. Wells	342 12 8	- - -	1,800 0 0	- - -	- - -	- - -	38 16 6	- - -	
19. Wells and Highbridge	428 6 11	- - -	423 10 0	- - -	- - -	- - -	- - -	- - -	
20. West Harptry	137 0 10	- - -	649 0 0	26 16 0	- - -	0 4 0	4 12 0	- - -	
21. Weston-super-Mare and Worle	28 0 8	- - -	166 5 3	- - -	- - -	- - -	0 2 0	- - -	
22. Wincanton	121 7 4	- - -	917 3 8	- - -	- - -	0 6 0	29 9 4	- - -	
23. Wiveliscombe	170 10 4	- - -	1,174 0 0	- - -	- - -	- - -	- - -	- - -	
24. Yeovil	277 18 8	- - -	1,240 0 0	- - -	- - -	- - -	76 6 0	- - -	
£	4,933 15 8	275 11 2	36,120 6 2	1,048 11 0	- - -	4 13 11	904 0 6	- - -	
COUNTY OF STAFFORD.									
1. Albrighton and Tong	27 18 9	- - -	155 0 0	- - -	- - -	- - -	- - -	- - -	
2. Ashborne to Leek	- - -	132 12 5	502 0 0	- - -	- - -	- - -	- - -	- - -	
3. Ashby-de-la-Zouch to Tutbury	446 10 0	- - -	1,160 0 0	- - -	- - -	- - -	1 10 0	- - -	
4. Bilston <i>f</i>	g 847 17 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
5. Birmingham and Wednesbury	- - -	797 2 5	6,936 13 4	- - -	- - -	- - -	92 9 6	- - -	
6. Blyth Marsh	1,005 4 3	- - -	2,905 0 0	- - -	- - -	- - -	- - -	- - -	
7. Burton-upon-Trent to Abbot's Bromley	190 14 6	- - -	271 10 0	- - -	- - -	- - -	- - -	- - -	
8. Butterton Moor End	10 13 0	- - -	364 0 0	- - -	- - -	- - -	- - -	- - -	
9. Cannock and Penkridge	83 13 0	- - -	107 3 2	- - -	- - -	- - -	- - -	- - -	
10. Cheadle (Five Districts consoli- dated)	1,809 7 5	- - -	1,404 6 8	61 3 0	- - -	0 5 0	75 10 0	- - -	
11. Darlaston	147 2 2	- - -	1,010 0 0	- - -	- - -	- - -	- - -	- - -	
12. Darley Moor and Ellaston	43 4 6	- - -	136 2 7	- - -	- - -	- - -	- - -	- - -	
13. Eccleshall, Newport, and Watling Street <i>f</i>	344 7 5	- - -	427 10 0	- - -	- - -	- - -	h 464 0 0	- - -	
14. Great Chell and Shelton	117 16 0	- - -	188 18 1	- - -	- - -	- - -	- - -	- - -	
15. Handsworth and Perry Bar (united)	9 4 1	- - -	712 9 0	- - -	- - -	- - -	- - -	- - -	
16. Hanley and Bucknall	- - -	40 1 9	1,985 0 0	- - -	- - -	- - -	- - -	- - -	
17. High Bridges and Uttoxeter	107 17 5	- - -	299 15 0	- - -	- - -	- - -	- - -	- - -	
18. Lawton, Burslem, and Newcastle- under-Lyme	836 0 9	- - -	2,155 0 0	- - -	- - -	- - -	13 9 8	- - -	
19. Leek, Buxton, and Monyash	400 11 7	- - -	510 0 0	95 10 0	63 0 0	- - -	6 2 0	- - -	
20. Lichfield (united)	68 8 8	- - -	1,126 6 8	- - -	- - -	0 2 0	7 18 6	- - -	
21. New Biddulph	54 13 3	- - -	272 15 2	- - -	- - -	- - -	- - -	- - -	
22. Newcastle-under-Lyme and Dray- ton	397 5 9	- - -	600 0 0	- - -	- - -	- - -	- - -	- - -	
23. Newcastle-under-Lyme and Ec- cleshall	143 6 1	- - -	206 16 3	- - -	- - -	- - -	- - -	- - -	
24. Newcastle-under-Lyme to Leek	1,191 6 0	- - -	2,166 13 4	- - -	- - -	- - -	41 3 6	- - -	
25. Newcastle-under-Lyme and Nant- wich	364 9 7	- - -	1,331 9 7	- - -	- - -	- - -	11 14 11	- - -	
26. Newport and Stonnall	845 14 10	- - -	534 18 4	- - -	- - -	- - -	- - -	- - -	
27. Rugeley and Stone, and Branches United	836 6 0	- - -	732 0 0	46 5 0	- - -	- - -	- - -	- - -	
28. Sandon, Hugbidge, Hilderstone, and Draycott-in-the-Moors	- - -	45 2 8	399 0 0	- - -	- - -	0 12 6	28 5 0	200 0 0	
29. Sedgley Roads	298 4 2	- - -	815 0 0	- - -	- - -	- - -	9 15 1	- - -	
30. Ditto, New Roads	101 10 2	- - -	755 0 0	- - -	- - -	- - -	6 9 6	- - -	
31. Spath and Hanging Bridge	95 12 5	- - -	257 6 8	- - -	- - -	- - -	- - -	- - -	
32. Stafford District <i>m</i>	1,230 6 3	- - -	1,893 4 9	- - -	- - -	- - -	36 2 6	- - -	
33. Stone, Lane End, and Trentham	214 16 2	- - -	629 16 8	- - -	- - -	- - -	- - -	- - -	
34. Stourbridge and Bridgnorth	234 4 4	- - -	455 0 0	- - -	- - -	- - -	- - -	- - -	
35. Streetway and Wordsley Green, and Wolverhampton and Can- nock	1,021 9 7	- - -	1,301 13 4	- - -	- - -	0 2 0	14 17 0	- - -	
36. Tamworth	118 1 2	- - -	1,080 5 10	- - -	- - -	- - -	1 9 6	- - -	
37. Tunstall and Bosley	141 17 2	- - -	860 0 0	- - -	- - -	- - -	- - -	- - -	

a Including materials. b Contract work. c Including team labour. d Paid to parishes.
h Including proceeds of sale of trust property. i Contract work, and including 508*l.* 14*s.* divided among the parishes on the trust ceasing.
m Comprising the Stafford, Sandon, and Eccleshall Trust, the Stafford, Uttoxeter, Churchbridge, and Newport Trust, and the Stone, Stafford, and Penkridge Trust.

EXPENDITURE.

10. TOTAL INCOME.	11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	18. Salaries of			19.
							Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12. 740 0 0	a 590 17 3	- - -	- - -	- - -	- - -	39 2 10	3 0 0	23 0 0	10 0 0	
13. 1,719 14 0	176 3 0	144 10 0	9 0 0	- - -	- - -	86 4 9	30 0 0	52 10 0	- - -	
14. 897 10 2	281 9 2	168 9 0	253 4 0	- - -	- - -	23 11 0	5 0 0	25 0 0	119 16 0	
15. 2,216 9 2	438 14 10	10 2 5	b 998 14 10	- - -	- - -	147 4 3	20 0 0	45 0 0	136 16 3	
16. 3,719 6 7	991 8 8	- - -	c 1,017 11 3	- - -	- - -	187 7 1	- - -	50 0 0	150 0 0	
17. 296 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -	
18. 1,838 16 6	340 15 3	256 1 10	451 17 11	- - -	15 10 0	86 7 7	26 5 0	50 0 0	120 0 0	
19. 423 10 0	d 411 5 5	- - -	- - -	- - -	- - -	- - -	- - -	30 0 0	- - -	
20. 680 12 0	229 19 4	129 7 8	8 7 10	- - -	- - -	11 11 9	15 0 0	10 0 0	42 0 0	
21. 166 7 3	e 20 10 5	- - -	- - -	30 5 0	- - -	0 6 0	7 11 0	- - -	- - -	
22. 946 19 0	a 687 7 11	- - -	- - -	- - -	- - -	24 16 5	- - -	30 0 0	60 0 0	
23. 1,174 0 0	- - -	- - -	- - -	- - -	- - -	52 15 10	20 0 0	30 0 0	25 0 0	
24. 1,316 6 0	427 6 1	442 9 2	204 2 10	- - -	11 3 5	60 0 4	- - -	40 0 0	100 0 0	
38,077 11 7	10,294 18 3	3,570 6 2	6,317 6 0	61 5 0	255 13 2	1,346 18 10	286 16 0	797 10 0	2,045 2 3	
1. 155 0 0	71 18 0	1 4 0	21 12 3	- - -	- - -	10 9 4	5 0 0	10 0 0	- - -	
2. 502 0 0	191 0 8	104 4 7	12 9 8	- - -	- - -	23 4 7	10 0 0	42 0 0	40 0 0	
3. 1,161 10 0	384 11 7	204 15 5	370 0 6	- - -	- - -	64 19 2	- - -	30 0 0	48 0 0	
4. - - -	- - -	- - -	g 847 17 2	- - -	- - -	- - -	- - -	- - -	- - -	
5. 7,029 2 10	1,700 10 8	1,345 3 5	1,122 3 11	12 0 0	2 8 0	302 12 3	10 0 0	80 0 0	200 0 0	
6. 2,905 0 0	b 1,560 0 0	- - -	- - -	- - -	- - -	11 11 11	- - -	25 0 0	80 0 0	
7. 271 10 0	59 12 4	10 8 6	27 4 2	- - -	- - -	2 0 0	- - -	- - -	- - -	
8. 364 0 0	- - -	- - -	- - -	- - -	- - -	9 4 1	5 0 0	10 0 0	17 0 0	
9. 107 3 2	29 7 8	- - -	18 18 0	- - -	- - -	28 17 4	- - -	6 6 4	5 0 0	
10. 1,541 4 8	b 678 15 0	- - -	- - -	- - -	- - -	47 9 0	- - -	80 0 0	50 0 0	
11. 1,010 0 0	204 1 2	91 5 8	69 9 0	- - -	- - -	48 16 9	- - -	20 0 0	60 0 0	
12. 136 2 7	50 18 6	8 3 9	12 14 1	- - -	- - -	16 2 7	2 0 0	10 0 0	- - -	
13. 891 10 0	i 776 0 0	- - -	- - -	- - -	- - -	100 3 5	10 10 0	k 31 10 0	15 15 0	
14. 188 18 1	72 11 7	33 13 8	162 17 6	- - -	- - -	31 17 4	- - -	- - -	- - -	
15. 712 9 0	290 6 6	74 2 0	135 4 8	- - -	5 0 0	11 8 11	- - -	40 0 0	50 0 0	
16. 1,985 0 0	394 0 10	280 1 0	200 2 3	- - -	5 0 0	33 14 2	- - -	42 13 6	70 0 0	
17. 299 15 0	b 140 0 0	- - -	- - -	- - -	- - -	1 0 6	- - -	12 0 0	3 3 0	
18. 2,168 9 8	342 16 7	186 3 1	539 0 0	- - -	- - -	147 2 10	- - -	20 0 0	52 0 0	
19. 674 12 0	135 6 5	38 5 2	2 10 2	- - -	- - -	19 7 11	- - -	35 0 0	50 0 0	
20. 1,134 7 2	402 1 4	66 16 6	223 8 11	12 1 6	10 0 0	124 18 9	- - -	50 0 0	120 0 0	
21. 272 15 2	46 4 4	- - -	28 5 7	- - -	- - -	2 8 6	- - -	10 0 0	20 0 0	
22. 600 0 0	155 6 8	90 4 6	101 1 1	- - -	- - -	27 18 9	- - -	20 0 0	40 0 0	
23. 206 16 3	68 17 3	26 7 0	19 6 3	- - -	- - -	14 19 4	- - -	5 5 0	30 0 0	
24. 2,207 16 10	440 6 11	339 2 9	470 2 8	- - -	- - -	151 17 3	- - -	20 0 0	54 12 0	
25. 1,343 4 6	351 13 6	147 2 2	363 8 2	- - -	- - -	59 7 6	- - -	20 0 0	90 0 0	
26. 534 18 4	b 254 0 0	- - -	- - -	- - -	- - -	175 13 0	7 7 0	20 0 0	25 0 0	
27. 778 5 0	l 197 3 4	15 15 0	16 15 0	- - -	- - -	70 5 9	- - -	30 0 0	60 16 0	
28. 627 17 6	179 0 11	39 11 10	11 16 1	3 0 0	- - -	12 3 7	- - -	30 0 0	40 0 0	
29. 824 15 1	175 6 0	51 17 5	11 12 6	- - -	0 10 6	9 0 2	15 0 0	30 0 0	30 0 0	
30. 761 9 6	181 5 1	61 17 7	- - -	- - -	- - -	31 18 9	- - -	- - -	40 0 0	
31. 257 6 8	84 16 0	55 4 0	16 13 9	- - -	1 15 0	9 2 2	- - -	15 0 0	25 0 0	
32. 1,929 7 3	446 3 9	71 10 6	323 15 7	2 0 0	- - -	96 14 7	- - -	70 0 0	100 0 0	
33. 629 16 8	183 15 6	57 8 7	59 9 4	- - -	- - -	1 7 4	- - -	15 0 0	60 0 0	
34. 455 0 0	b 150 0 0	- - -	- - -	- - -	- - -	17 5 1	- - -	10 10 0	12 12 0	
35. 1,316 12 4	b 730 0 0	- - -	- - -	- - -	- - -	- - -	25 0 0	- - -	125 0 0	
36. 1,081 15 4	250 16 1	144 17 8	298 9 4	- - -	6 11 0	83 14 4	10 0 0	30 0 0	100 0 0	
37. 860 0 0	270 14 9	108 10 7	224 14 8	- - -	- - -	13 13 8	- - -	30 0 0	35 0 0	

e Including materials, &c.

f Local Act expired 1st November 1867.

g No final account can be obtained.

k For 2 years.

l Including contract work.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF SOMERSET— continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12. Martock and South Petherton Roads (united)	8 9 4	54 1 11	- - -	a 46 0 0	10 9 1	- - -	785 0 5
13. "Minehead Roads" (united)	- - -	358 13 0	171 8 7	b 749 2 0	33 7 9	- - -	1,810 19 1
14. Radstock	- - -	- - -	- - -	- - -	5 19 2	- - -	896 1 1
15. Shepton Mallet	- - -	128 16 2	36 16 7	150 0 0	63 10 7	- - -	2,175 15 11
16. Taunton	- - -	487 0 3	162 3 5	- - -	39 5 5	- - -	3,084 16 1
17. Wedmore	- - -	22 17 1	- - -	c 252 17 6	9 5 9	- - -	295 0 4
18. Wells	- - -	330 15 5	- - -	d 358 4 0	64 9 6	- - -	2,100 6 6
19. Wells and Highbridge	- - -	- - -	- - -	- - -	11 13 9	- - -	452 19 2
20. West Harptrey	- - -	112 3 11	- - -	- - -	12 4 2	- - -	570 14 8
21. Weston-upon-Trent and Worle	15 5 10	98 8 6	- - -	- - -	- - -	- - -	172 6 9
22. Wincanton	- - -	59 12 0	- - -	100 0 0	41 4 6	- - -	1,003 0 10
23. Wiveliscombe	- - -	40 8 10	- - -	b 783 11 6	33 2 9	- - -	984 18 11
24. Yeovil	10 3 9	- - -	8 0 0	- - -	24 1 10	- - -	1,327 7 5
£	162 12 10	4,749 5 5	857 0 4	6,069 12 6	669 15 7	- - -	37,484 2 4
COUNTY OF STAFFORD.							
1. Albrighton and Tong	4 18 6	27 10 0	- - -	- - -	5 16 0	- - -	158 8 1
2. Ashborne to Leek	- - -	62 7 11	- - -	6 2 2	29 9 5	- - -	520 19 0
3. Ashby-de-la-Zouch to Tutbury	19 4 0	- - -	29 10 0	- - -	38 15 4	- - -	1,189 16 0
4. Bilston	- - -	- - -	- - -	- - -	- - -	- - -	847 17 2
5. Birmingham and Wednesbury	56 10 9	- - -	100 0 0	- - -	e 1,172 10 4	- - -	6,103 19 4
6. Blyth Marsh	7 16 10	158 4 4	1,040 0 0	- - -	5 0 0	- - -	2,887 13 1
7. Burton-upon-Trent to Abbot's Bromley	25 0 0	75 2 0	- - -	260 0 0	9 10 6	- - -	468 17 6
8. Butterton Moor End	250 0 0	- - -	- - -	- - -	10 4 6	- - -	301 8 7
9. Cannock and Penkridge	- - -	8 0 0	- - -	100 0 0	- - -	- - -	196 9 4
10. Cheadle (Five Districts consoli- dated)	- - -	169 13 9	- - -	f 1,049 15 0	36 10 9	- - -	2,112 3 6
11. Darlaston	- - -	340 15 1	- - -	- - -	6 7 0	- - -	840 14 8
12. Darley Moor and Ellaston	- - -	- - -	- - -	- - -	13 9 6	- - -	113 8 5
13. Eccleshall, Newport, and Watling Street	90 14 2	- - -	164 12 6	- - -	46 12 4	- - -	1,235 17 5
14. Great Chell and Shelton	6 4 6	61 17 6	- - -	- - -	1 0 0	- - -	370 2 1
15. Handsworth and Perry Bar (united)	- - -	34 10 9	- - -	59 17 9	15 12 4	- - -	716 2 11
16. Hanley and Bucknall	- - -	159 18 2	481 12 0	g 340 0 0	12 17 6	- - -	2,019 19 5
17. High Bridges and Uttoxeter	5 4 4	43 11 10	- - -	h 150 0 0	3 4 3	- - -	358 3 11
18. Lawton, Burslem, and Newcastle- under-Lyme	10 10 6	7 17 4	925 0 0	200 0 0	81 6 9	- - -	2,511 17 1
19. Leek, Buxton, and Monyash	- - -	96 19 10	- - -	i 325 0 0	17 1 7	63 0 0	782 11 1
20. Lichfield (united)	16 16 6	- - -	- - -	- - -	26 17 0	- - -	1,058 0 6
21. New Biddulph	- - -	12 18 4	- - -	- - -	29 9 3	- - -	149 6 0
22. Newcastle-under-Lyme and Dray- ton	- - -	10 1 4	- - -	- - -	18 15 11	- - -	463 8 3
23. Newcastle-under-Lyme and Ec- cleshall	- - -	- - -	- - -	- - -	12 18 0	- - -	177 12 10
24. Newcastle-under-Lyme to Leek	12 8 7	214 4 11	30 0 0	n 496 10 0	21 6 9	- - -	2,250 11 10
25. Newcastle-under-Lyme and Nant- wich	- - -	91 15 9	- - -	o 209 0 0	15 13 0	- - -	1,348 0 1
26. Newport and Stonnall	- - -	4 18 4	240 0 0	200 0 0	10 12 0	- - -	937 10 4
27. Rugeley and Stone, and Branches United	- - -	164 0 0	- - -	p 516 0 0	5 5 0	- - -	1,076 0 1
28. Sandon, Hugbridge, Hilderstone, and Draycott-in-the-Moors	3 18 5	30 11 4	242 11 8	- - -	25 5 6	- - -	617 19 4
29. Sedgley Roads	205 19 1	60 0 0	66 1 6	- - -	s 80 0 2	- - -	735 7 4
30. Ditto, New Roads	12 6 11	203 16 3	61 13 7	- - -	21 7 10	- - -	614 6 0
31. Spath and Hanging Bridge	- - -	32 0 0	- - -	- - -	7 6 0	- - -	246 16 11
32. Stafford District	- - -	188 4 3	- - -	- - -	13 19 4	- - -	1,312 8 0
33. Stone, Lane End, and Trentham	64 2 10	50 3 0	- - -	- - -	18 3 6	- - -	509 10 1
34. Stourbridge and Bridgnorth	8 7 11	84 8 5	8 16 2	u 78 0 0	1 5 0	- - -	371 4 7
35. Streetway and Wordsley Green, and Wolverhampton and Can- nock	38 0 6	- - -	1,210 14 3	- - -	67 19 1	- - -	2,196 13 10
36. Tamworth	8 12 7	- - -	14 6 8	- - -	48 6 4	- - -	995 14 0
37. Tunstall and Bosley	- - -	106 3 0	- - -	- - -	5 18 0	- - -	794 14 8

a For debts of 50l.

h Including 300l. at 4 per cent.

p For debts of 965l. 10s.

b For debts of 1,000l.

i For debts of 400l.

q Including 290l. at 3 per cent.

t Reduced 50l. by omitting debt unclaimed for many years.

c For debts of 337l. 10s.

k For debts of 200l.

r Interest reduced and arrears extinguished by consent of creditors.

d For debts of 360l.

l For debts of 541l. 13s. 4d.

(Continued from page 59.)

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12. 1,400 0 0	3 $\frac{3}{4}$	-	-	-	1,400 0 0	-	-	-	-	79 16 0	79 16 0
13. 11,155 0 0	3	-	6 0 0	98 17 2	11,259 17 2	-	-	-	-	-	-
14. -	-	-	-	83 13 7	83 13 7	-	-	-	-	-	-
15. 2,500 0 0	4 & 4 $\frac{1}{2}$	-	104 7 9	38 12 5	2,643 0 2	-	-	-	-	-	-
16. 10,900 0 0	4 $\frac{1}{2}$	14 1 3	-	-	10,914 1 3	-	-	135 7 10	-	530 19 9	666 7 7
17. 2,201 10 0	1	-	-	-	2,201 10 0	-	-	-	-	256 7 1	256 7 1
18. 7,240 0 0	4 to 4 $\frac{1}{2}$	27 3 0	337 3 3	-	7,604 6 3	-	-	-	-	81 2 8	81 2 8
19. -	-	-	-	-	-	-	-	-	-	398 17 9	398 17 9
20. 8,110 0 0	1 $\frac{1}{2}$	-	102 1 7	-	8,212 1 7	-	-	-	-	246 18 2	246 18 2
21. 2,005 0 0	5	-	908 3 3	-	2,913 3 3	-	-	-	43 18 5	22 1 2	65 19 7
22. 1,390 0 0	4	-	-	-	1,390 0 0	-	-	8 15 0	439 13 9	65 5 6	513 14 3
23. 4,250 0 0	2	25 18 11	192 2 6	-	4,468 1 5	-	-	-	-	359 11 5	359 11 5
24. -	-	-	-	-	-	-	-	-	-	266 17 3	266 17 3
141,473 19 1	-	421 9 2	2,927 18 0	287 19 0	145,111 5 3	166 5 10	-	152 11 10	498 8 10	5,539 12 9	6,356 19 3
1. 550 0 0	5	-	-	-	550 0 0	-	-	-	-	24 10 8	24 10 8
2. 1,547 6 9	4	-	9 5 0	151 11 5	1,708 3 2	-	-	-	-	-	-
3. 150 0 0	5	191 19 7	7 10 0	-	349 9 7	-	-	-	-	418 4 0	418 4 0
4. -	-	-	-	-	-	-	-	-	-	-	-
5. -	-	-	-	-	-	-	-	62 2 6	23 0 0	128 1 1	213 3 7
6. 3,318 0 0	5	319 1 10	161 8 4	-	3,798 10 2	-	-	-	-	1,022 11 2	1,022 11 2
7. 1,600 0 0	3 $\frac{1}{2}$	-	-	6 13 0	1,606 13 0	-	-	-	-	-	-
8. 2,721 18 3	3 $\frac{1}{2}$	-	-	-	2,721 18 3	-	-	-	-	73 4 5	73 4 5
9. 700 0 0	1	-	-	5 13 2	705 13 2	-	-	-	-	-	-
10. 7,837 12 6	2 $\frac{1}{2}$	-	16 6 0	-	7,853 18 6	185 13 4	95 10 0	-	-	1,238 8 7	1,519 11 11
11. 15,250 0 0	5	-	12,079 4 0	-	27,329 4 0	-	-	-	-	316 7 6	316 7 6
12. 1,983 0 0	4 $\frac{1}{2}$ to 5	-	2,476 0 0	-	4,459 0 0	-	-	-	-	65 18 8	65 18 8
13. -	-	-	-	-	-	-	-	-	-	-	-
14. 1,300 0 0	5	-	-	63 8 0	1,363 8 0	-	-	-	-	-	-
15. 1,138 12 8	3	-	-	-	1,138 12 8	-	-	-	-	5 10 2	5 10 2
16. 3,902 13 0	4	-	188 6 0	75 1 2	4,166 0 2	165 8 4	-	24 0 0	-	-	189 8 4
17. 1,300 0 0	2	-	-	-	1,300 0 0	-	-	-	-	49 8 6	49 8 6
18. -	-	1,115 4 4	-	-	1,115 4 4	-	-	-	-	492 13 4	492 13 4
19. 4,436 16 8	1 $\frac{1}{2}$	-	23 8 2	-	4,460 4 10	-	-	-	-	292 12 6	292 12 6
20. -	-	5 7 6	-	-	5 7 6	20 3 4	-	-	-	144 15 4	164 18 8
21. 4,290 0 0	5	-	3,200 0 0	-	7,490 0 0	-	-	-	-	178 2 5	178 2 5
22. 350 0 0	5	-	17 2 8	-	367 2 8	-	-	-	-	533 17 6	533 17 6
23. 5,890 0 0	3	-	45 12 7	-	5,935 12 7	-	-	-	-	172 9 6	172 9 6
24. 5,048 2 8	3 $\frac{1}{2}$	344 8 11	393 7 11	-	5,785 19 6	-	-	-	9 0 0	1,148 11 0	1,157 11 0
25. 2,137 0 0	4	-	110 2 10	-	2,247 2 10	-	-	-	-	359 14 0	359 14 0
26. -	-	-	-	-	-	-	-	-	-	443 2 10	443 2 10
27. 7,032 10 0	r 2	-	-	-	7,032 10 0	-	-	-	-	538 10 11	538 10 11
28. 670 0 0	5	-	-	35 4 6	705 4 6	-	-	0 1 0	-	-	0 1 0
29. 1,550 0 0	5	-	432 10 0	-	1,982 10 0	-	-	-	-	387 11 11	387 11 11
30. 5,204 11 7	5	-	840 6 8	-	6,044 18 3	-	-	-	-	248 13 8	248 13 8
31. 1,419 5 0	2	-	28 17 8	-	1,448 2 8	-	-	-	-	106 2 2	106 2 2
32. 4,783 18 5	4	-	-	-	4,783 18 5	-	-	-	-	1,847 5 6	1,847 5 6
33. 5,200 0 0	1	-	-	-	5,200 0 0	-	-	7 0 0	-	335 2 9	342 2 9
34. 2,100 0 0	4	-	108 0 0	-	2,208 0 0	-	-	-	-	317 19 9	317 19 9
35. -	-	-	-	-	-	-	-	-	-	141 8 1	141 8 1
36. -	-	-	-	-	-	-	-	-	1 8 8	204 2 6	205 11 2
37. 2,041 0 0	5	-	12 12 0	-	2,053 12 0	-	-	-	-	207 2 6	207 2 6

c Including 834l. 11s. 4d. for lighting.

m Interest on 5,600l. relinquished.

f For debts of 1,758l. 19s. 3d.

n For debts of 512l. 16s.

g Including 3,934 10s. at 15s. per cent.

o For debts of 230l.

s Including 50l. damages for accident on the road, making, with the amount paid last year, 100l.

u For debts of 100l.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1867.	3. Balance due to the Treasurers on 1st Jan. 1867.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF STAFFORD— <i>continued.</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
38. Uttoxeter and Blythe Marsh -	269 18 5	- - -	490 0 0	- - -	- - -	- - -	- - -	- - -
39. Uttoxeter and Callingwood Plain -	72 15 2	- - -	165 0 0	- - -	- - -	- - -	- - -	- - -
40. Uttoxeter and Stoke, and Millwich and Sandon -	362 5 0	- - -	204 8 4	- - -	- - -	- - -	5 15 0	- - -
41. Walsall (united) -	512 5 8	- - -	1,829 11 8	- - -	- - -	- - -	2 17 10	- - -
42. Walsall and Hamstead -	- - -	74 6 4	561 3 4	- - -	- - -	- - -	- - -	- - -
43. Walton-in-Stone to Eccleshall -	391 0 11	- - -	409 16 8	- - -	- - -	- - -	7 3 1	- - -
44. Wolverhampton, Old District -	577 8 0	- - -	3,157 10 0	- - -	- - -	- - -	c 422 17 8	- - -
£	15,971 6 9	1,089 5 7	43,465 4 5	202 18 0	63 0 0	1 1 6	1,249 10 3	200 0 0
COUNTY OF SUFFOLK.								
1. Bury St. Edmunds and Newmarket	209 17 10	- - -	246 0 0	- - -	- - -	- - -	- - -	- - -
2. Claydon, Blakenham, Brockford, and Stowmarket -	348 5 2	- - -	472 2 5	- - -	- - -	1 2 0	104 17 8	- - -
3. Ipswich to Helmingham, Deben- ham, &c. -	477 16 7	- - -	527 0 0	- - -	- - -	- - -	- - -	- - -
4. Ipswich to South Town, and Dars- ham to Bungay -	214 19 2	- - -	1,272 10 0	- - -	- - -	- - -	- - -	- - -
5. Ipswich and Stratford -	21 17 3	- - -	279 11 11	- - -	- - -	- - -	0 4 0	- - -
6. Lakenheath to Hockwold -	143 3 7	- - -	199 6 0	- - -	- - -	- - -	- - -	- - -
7. Mildenhall Burnt Fen -	198 12 10	- - -	212 0 0	24 0 0	- - -	- - -	- - -	- - -
8. South Town -	58 18 5	- - -	338 0 0	- - -	- - -	- - -	e 71 4 11	- - -
9. Sudbury to Bury St. Edmunds -	358 2 1	- - -	513 5 1	- - -	- - -	- - -	- - -	- - -
£	2,031 12 11	- - -	4,059 15 5	24 0 0	- - -	1 2 0	176 6 7	- - -
COUNTY OF SURREY.								
1. Bedfont and Bagshot -	401 16 7	- - -	915 0 0	- - -	- - -	- - -	49 0 0	- - -
Bramley and Ridgwick :—								
2. First District -	175 18 6	- - -	163 8 4	65 0 0	- - -	- - -	- - -	- - -
3. Second District -	106 9 0	- - -	188 5 1	65 0 0	- - -	- - -	0 5 0	- - -
4. Croydon and Reigate -	243 15 4	- - -	740 16 8	- - -	- - -	- - -	- - -	- - -
5. Epsom -	1,355 7 6	- - -	1,215 0 0	- - -	- - -	- - -	66 13 7	- - -
6. Godalming and Painshill -	15 19 1	- - -	208 7 0	- - -	- - -	- - -	- - -	- - -
7. Guildford and Alfold -	303 9 0	- - -	823 13 2	- - -	- - -	- - -	- - -	- - -
8. Guildford and Farnham -	223 5 3	- - -	248 1 10	- - -	- - -	- - -	- - -	- - -
9. Horsham -	887 5 6	- - -	1,054 3 4	- - -	- - -	- - -	211 14 11	- - -
10. Kingston and Leatherhead -	481 4 1	- - -	461 10 0	- - -	- - -	- - -	20 0 0	- - -
Kingston and Sheetbridge :—								
11. Lower District -	181 3 1	- - -	949 7 0	- - -	- - -	- - -	30 0 0	- - -
12. Upper District -	120 15 11	- - -	1,053 15 0	- - -	- - -	- - -	82 3 8	- - -
13. Leatherhead and Stoke-next- Guildford g -	50 4 3	- - -	187 6 3	- - -	- - -	- - -	h 164 13 6	- - -
14. Limpsfield -	238 16 3	- - -	223 11 1	- - -	- - -	- - -	1 0 0	- - -
15. Reigate -	783 4 5	- - -	1,493 6 8	- - -	- - -	- - -	41 9 1	- - -
£	5,568 13 9	- - -	9,922 11 5	130 0 0	- - -	- - -	666 19 9	- - -
COUNTY OF SUSSEX.								
1. Alford Bars and Newbridge g -	33 0 8	- - -	39 0 0	- - -	- - -	- - -	184 8 0	- - -
2. Beach Down to Heathfield, Ro- bertsbridge, &c. -	- - -	18 8 11	261 17 0	- - -	- - -	- - -	54 15 0	- - -
3. Beeding and Old Shoreham -	11 17 8	- - -	146 0 0	- - -	- - -	- - -	0 5 0	- - -
4. Brede -	122 4 10	- - -	518 5 0	- - -	- - -	- - -	- - -	- - -

a Contract work. b For 2 years. c Including 410l. 15s. from representatives of late clerk.
g Local Act expired 1st November 1867. h Including proceeds of sale of trust property. i Including 40l. 3s. 9d. paid to the parishes on the trust ceasing.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
490 0 0	95 12 3	11 17 6	1 0 0	- - -	2 11 0	7 7 8	- - -	12 0 0	25 0 0
165 0 0	a 75 0 0	- - -	- - -	- - -	- - -	- - -	- - -	b 14 0 0	- - -
210 3 4	a 40 0 0	- - -	- - -	- - -	- - -	1 10 3	- - -	12 0 0	- - -
1,832 9 6	782 3 4	295 6 0	261 2 0	23 17 6	6 0 0	91 11 11	- - -	25 0 0	80 0 0
561 3 4	158 5 8	36 8 0	102 12 0	- - -	- - -	21 12 4	- - -	10 0 0	25 0 0
416 19 9	64 4 0	35 4 0	42 6 3	- - -	- - -	5 5 11	- - -	10 10 0	15 0 0
3,580 7 8	948 15 7	466 6 3	632 14 2	- - -	- - -	94 7 3	- - -	50 0 0	180 0 0
45,181 14 2	13,813 9 9	4,498 18 1	6,755 16 8	52 19 0	39 15 6	2,034 5 11	99 17 0	1,033 14 10	2,073 18 0
246 0 0	a 165 0 0	- - -	- - -	- - -	- - -	5 19 10	- - -	- - -	- - -
578 2 1	300 0 2	94 8 5	43 15 10	- - -	8 5 0	30 17 5	15 0 0	40 0 0	85 0 0
527 0 0	d 229 5 9	- - -	- - -	- - -	3 15 0	20 16 10	10 0 0	24 0 0	22 10 0
1,272 10 0	559 6 8	60 19 8	448 10 0	- - -	- - -	112 15 3	- - -	80 0 0	100 0 0
279 15 11	67 14 11	42 4 0	47 4 10	- - -	- - -	7 2 5	- - -	- - -	26 0 0
199 6 0	- - -	- - -	- - -	- - -	- - -	9 12 5	- - -	10 0 0	- - -
236 0 0	7 0 0	2 4 2	11 4 9	- - -	- - -	7 2 11	- - -	10 0 0	10 0 0
409 4 11	42 5 1	59 7 11	98 13 4	- - -	- - -	9 9 11	- - -	15 0 0	10 10 0
513 5 1	a 445 10 0	- - -	- - -	- - -	- - -	57 18 1	- - -	40 0 0	18 15 0
4,261 4 0	1,816 2 7	259 4 2	649 8 9	- - -	12 0 0	261 15 1	25 0 0	219 0 0	272 15 0
964 0 0	217 10 0	- - -	f 596 12 1	- - -	- - -	82 18 5	- - -	55 0 0	80 0 0
228 8 4	82 18 1	32 16 9	0 16 0	- - -	- - -	6 15 4	- - -	7 10 0	10 0 0
253 10 1	55 3 7	32 4 9	54 2 8	- - -	- - -	1 6 4	- - -	7 10 0	10 0 0
740 16 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	- - -
1,281 13 7	418 10 2	9 16 0	588 6 8	- - -	- - -	53 1 10	- - -	25 0 0	105 0 0
208 7 0	96 4 8	23 13 6	36 6 0	- - -	- - -	5 3 5	2 2 0	10 10 0	- - -
820 13 2	163 14 2	112 9 3	177 10 5	- - -	- - -	30 13 10	- - -	20 0 0	30 0 0
248 1 10	62 10 0	8 12 3	47 8 0	- - -	- - -	29 0 5	- - -	15 0 0	12 12 0
1,265 18 3	265 0 0	172 18 11	177 5 0	- - -	- - -	9 9 1	- - -	40 0 0	150 0 0
481 10 0	- - -	- - -	- - -	- - -	- - -	17 18 11	- - -	30 0 0	5 0 0
979 7 0	486 1 7	76 8 8	171 19 4	- - -	- - -	80 5 2	- - -	40 0 0	70 0 0
1,135 18 8	290 18 4	- - -	839 2 3	- - -	- - -	50 4 6	- - -	35 0 0	46 0 0
351 19 9	i 82 15 1	13 9 8	0 4 1	- - -	- - -	6 6 0	- - -	20 0 0	35 16 0
224 11 1	118 12 6	35 16 0	91 6 0	- - -	- - -	8 12 9	- - -	0 5 0	20 0 0
1,534 15 9	k 788 15 6	- - -	- - -	- - -	- - -	70 14 9	20 0 0	45 0 0	60 0 0
10,719 11 2	3,128 13 8	318 5 9	2,780 18 6	- - -	- - -	457 10 9	22 2 0	365 15 0	634 8 0
128 8 0	m 106 9 3	27 14 3	- - -	- - -	- - -	- - -	- - -	9 0 0	- - -
316 12 0	79 5 10	47 3 0	141 13 8	- - -	7 0 7	21 14 2	- - -	15 0 0	- - -
146 5 0	36 13 10	- - -	21 5 0	- - -	- - -	10 17 9	- - -	7 7 0	- - -
518 5 0	98 2 2	54 9 8	104 15 4	- - -	- - -	36 1 4	5 0 0	10 0 0	25 0 0

(Continued on page 64.)

d Including materials, &c. e Including 70l. from railway company. f Including team labour.
 A Including materials. l Proceeds of sale of trust property. m Including 30l. 19s. 5d. balance paid over to the parish on the trust ceasing.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF STAFFORD— continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
38. Uttoxeter and Blythe Marsh	- - -	79 0 0	- - -	a 244 19 0	12 0 0	- - -	491 7 5
39. Uttoxeter and Callingwood Plain	- - -	- - -	- - -	- - -	1 14 0	- - -	90 14 0
40. Uttoxeter and Stoke, and Millwich and Sandon	19 14 10	39 10 6	187 10 0	- - -	6 4 1	- - -	306 9 8
41. Walsall (united)	- - -	- - -	260 3 4	- - -	38 15 4	- - -	1,863 19 5
42. Walsall and Hamstead	- - -	11 4 7	- - -	- - -	4 13 9	- - -	369 16 4
43. Walton-in-Stone to Eccleshall	5 17 1	- - -	- - -	- - -	0 5 0	- - -	178 12 3
44. Wolverhampton, Old District	4 2 7	- - -	689 1 1	- - -	b 431 19 6	- - -	3,497 6 5
£	876 11 5	2,629 8 6	5,751 12 9	4,235 3 11	2,431 7 5	63 0 0	46,389 18 9
COUNTY OF SUFFOLK.							
1. Bury St. Edmunds and Newmarket	30 0 11	- - -	- - -	- - -	- - -	- - -	201 0 9
2. Claydon, Blakenham, Brockford, and Stowmarket	- - -	- - -	- - -	- - -	28 12 1	- - -	645 18 11
3. Ipswich to Helmingham, Deben- ham, &c.	18 14 10	151 7 1	- - -	c 217 10 0	25 15 6	- - -	720 0 0
4. Ipswich to South Town, and Dars- ham to Bungay	- - -	- - -	- - -	- - -	77 16 0	- - -	1,443 2 7
5. Ipswich and Stratford	17 10 4	44 12 6	- - -	- - -	14 18 0	- - -	267 7 0
6. Lakenheath to Hockwold	- - -	41 15 10	- - -	100 0 0	21 0 3	- - -	182 8 6
7. Mildenhall Burnt Fen	1 1 0	65 4 6	- - -	e 95 0 0	3 8 8	- - -	212 6 0
8. South Town	- - -	21 18 8	70 0 0	- - -	f 109 18 6	- - -	436 18 5
9. Sudbury to Bury St. Edmunds	6 6 0	- - -	- - -	- - -	19 6 2	- - -	587 15 3
£	73 13 1	324 13 7	70 0 0	412 10 0	300 15 2	- - -	4,696 17 5
COUNTY OF SURREY.							
1. Bedfont and Bagshot	21 8 6	157 0 10	- - -	- - -	2 10 0	- - -	1,212 19 10
2. Bramley and Ridgwick :-	- - -	14 7 0	- - -	- - -	6 5 0	- - -	161 8 2
3. First District	- - -	9 7 6	- - -	- - -	5 12 2	- - -	175 7 0
4. Second District	- - -	44 10 4	- - -	h 598 10 0	18 15 6	- - -	676 15 10
5. Epsom	55 7 6	- - -	- - -	- - -	70 12 0	- - -	1,330 14 2
6. Godalming and Painshill	- - -	- - -	- - -	- - -	10 14 6	- - -	184 14 1
7. Guildford and Alford	7 18 4	102 3 2	- - -	i 199 0 0	2 6 4	- - -	845 15 6
8. Guildford and Farnham	7 0 10	27 6 8	- - -	j 99 0 0	1 10 6	- - -	310 0 8
9. Horsham	8 6 2	205 3 4	- - -	k 435 0 0	11 13 1	- - -	1,474 15 7
10. Kingston and Leatherhead	14 17 0	131 15 1	- - -	l 847 4 0	3 0 0	- - -	549 15 0
Kingston and Sheetbridge :-	- - -	- - -	- - -	- - -	- - -	- - -	- - -
11. Lower District	12 19 4	- - -	- - -	- - -	m 91 16 4	- - -	1,029 10 5
12. Upper District	35 17 8	- - -	- - -	- - -	2 11 0	- - -	1,299 13 9
13. Leatherhead and Stoke-next- Guildford	21 4 8	- - -	205 0 0	- - -	17 8 6	- - -	402 4 0
14. Limpsfield	- - -	- - -	- - -	- - -	51 14 11	- - -	326 7 2
15. Reigate	- - -	208 12 0	- - -	- - -	40 17 9	- - -	1,234 0 0
£	185 0 0	900 5 11	205 0 0	1,678 14 0	337 7 7	- - -	11,214 1 2
COUNTY OF SUSSEX.							
1. Alford Bars and Newbridge	- - -	- - -	- - -	- - -	13 5 2	- - -	156 8 8
2. Beach Down to Heathfield, Ro- bertsbridge, &c.	11 15 1	- - -	- - -	- - -	7 6 6	- - -	330 18 10
3. Beeding and Old Shoreham	5 15 7	46 14 4	- - -	- - -	2 10 11	- - -	121 4 5
4. Brede	13 7 7	156 12 11	- - -	- - -	9 17 8	- - -	513 6 8

a For debts of 350l.

b Including 268l. 15s. 4d. for gas.

c For debts of 450l.

d Including 3,918l. not bearing interest.

i For debts of 200l.

k For debts of 600l.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3,450 0 0	2	-	2 0 0	-	3,452 0 0	-	-	-	-	268 11 0	268 11 0
2,400 0 0	None	-	-	-	2,400 0 0	-	-	-	-	147 1 2	147 1 2
4,155 0 0	1	-	-	-	4,155 0 0	-	-	-	-	265 18 8	265 18 8
250 0 0	4½	-	-	-	250 0 0	-	-	-	-	480 15 9	480 15 9
-	-	-	-	-	-	-	-	-	-	117 0 8	117 0 8
-	-	-	-	-	-	-	-	-	17 0 0	629 8 5	646 8 5
-	-	-	-	-	-	145 16 8	-	-	-	660 9 3	806 5 11
105,707 7 6	-	1,976 2 2	20,151 19 10	337 11 3	128,173 0 9	517 1 8	95 10 0	93 3 6	50 8 8	14,011 7 10	14,767 11 8
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	254 17 1	254 17 1
-	-	-	-	-	-	-	-	-	-	280 8 4	280 8 4
3,900 0 0	3½	-	164 14 2	-	4,064 14 2	-	-	-	-	284 16 7	284 16 7
-	-	-	-	-	-	-	-	-	-	44 6 7	44 6 7
1,275 0 0	3½	-	-	-	1,275 0 0	-	-	-	-	34 6 2	34 6 2
5,518 0 0	2½	-	-	-	5,518 0 0	-	-	-	-	160 1 1	160 1 1
3,347 0 0	2	-	74 18 9	-	3,421 18 9	-	-	-	-	222 6 10	222 6 10
490 0 0	4½	155 18 4	-	-	490 0 0	-	-	-	-	31 4 11	31 4 11
-	-	-	-	-	155 18 4	21 15 11	-	-	-	283 11 11	305 7 10
14,530 0 0	-	155 18 4	239 12 11	-	14,925 11 3	21 15 11	-	-	-	1,595 19 6	1,617 15 5
-	-	-	-	-	-	-	-	-	-	-	-
4,700 0 0	4	82 3 11	85 10 0	-	4,867 13 11	-	-	15 0 0	-	152 16 9	167 16 9
637 17 7	2½	-	14 7 0	-	652 4 7	-	-	-	-	242 18 8	242 18 8
2,150 0 0	3	-	62 5 0	-	2,212 5 0	-	-	-	-	184 12 1	184 12 1
3,966 14 0	1	-	9 12 1	-	3,976 6 1	-	-	-	-	307 16 2	307 16 2
-	-	49 3 0	-	-	49 3 0	-	-	7 10 0	-	1,306 6 11	1,313 16 11
1,537 0 0	1d.	-	-	-	1,537 0 0	-	-	-	-	39 12 0	39 12 0
2,200 0 0	4	40 0 0	114 6 3	-	2,354 6 3	-	-	-	-	278 6 8	278 6 8
920 0 0	3	15 0 0	9 12 2	-	944 12 2	-	-	-	-	161 6 5	161 6 5
5,550 0 0	4	-	406 10 0	-	5,956 10 0	-	-	15 0 0	-	678 8 2	693 8 2
8,266 5 0	1½	205 2 9	262 5 10	-	8,733 13 7	-	-	10 0 0	-	412 19 1	422 19 1
-	-	70 0 0	-	-	70 0 0	10 0 0	-	30 0 0	25 0 0	130 19 8	195 19 8
-	-	-	-	42 19 2	42 19 2	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	137 0 2	137 0 2
10,490 0 0	2	-	205 2 5	-	10,695 2 5	-	-	-	-	1,084 0 2	1,084 0 2
40,417 16 7	-	461 9 8	1,169 10 9	42 19 2	42,091 16 2	10 0 0	-	77 10 0	25 0 0	5,117 2 11	5,229 12 11
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
1,590 0 0	3	-	-	32 15 9	32 15 9	-	-	-	-	36 18 3	36 18 3
4,010 0 0	3	-	-	-	4,010 0 0	-	-	-	-	127 3 2	127 3 2

e For debts of 100*l*. f Including 105*l*. 12*s*. for lighting.
l For debts of 575*l*.

g Including 1,800*l*. at 5 per cent.

h Including 73*l*. 10*s*. accepted in discharge of debts of 75*l*.
m Including lighting and watering.

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1867.	Balance due to the Treasurers on 1st Jan. 1867.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
COUNTY OF SUSSEX— continued.										
5. Brighton, Cuckfield, and West Grinstead	- - -	33 3 9	1,945 0 0	- - -	- - -	- - -	17 5 6	- - -		
6. Brighton and Newhaven	140 17 0	- - -	540 0 0	- - -	- - -	- - -	5 8 9	- - -		
7. Brighton, Shoreham, and Lancing	- - -	254 1 8	1,829 6 4	- - -	- - -	- - -	11 0 0	- - -		
8. Broil Park Gate to Battle	987 17 7	- - -	591 10 0	- - -	- - -	- - -	32 18 9	- - -		
9. Bury	98 8 1	- - -	135 0 0	- - -	- - -	- - -	- - -	- - -		
10. Cosham to Chichester c	785 0 7	- - -	474 3 7	- - -	- - -	- - -	d 209 5 7	- - -		
11. Cowfold and Henfield	214 2 4	- - -	315 0 0	- - -	- - -	- - -	7 11 0	- - -		
12. Ditto, Branch	48 6 0	- - -	137 11 6	- - -	- - -	- - -	2 18 0	- - -		
13. Crouch Hill and Hurstperpoint	197 12 11	- - -	391 0 10	- - -	- - -	- - -	4 8 0	- - -		
14. Farnhurst, Midhurst, Chichester, and Dell Quay c	159 15 1	- - -	581 14 0	- - -	- - -	- - -	d 334 13 0	- - -		
15. Five Oaks	164 2 2	- - -	208 0 0	- - -	- - -	- - -	0 2 6	- - -		
16. Flimwell and Hastings	677 6 9	- - -	1,912 5 0	- - -	- - -	- - -	20 0 0	- - -		
17. Henfield	123 10 2	- - -	171 0 0	- - -	- - -	- - -	1 5 0	- - -		
18. Hollington and Hastings	30 17 7	- - -	626 5 0	- - -	- - -	- - -	- - -	- - -		
19. Horsebridge and Horeham	106 11 0	- - -	707 8 5	- - -	- - -	- - -	- - -	- - -		
20. Horsham and Crawley	40 18 10	- - -	173 17 11	70 0 0	- - -	- - -	2 11 0	- - -		
21. Horsham and Guildford	307 13 5	- - -	398 11 8	- - -	- - -	- - -	2 0 0	- - -		
22. Horsham and Steyning	151 5 9	- - -	488 0 0	- - -	- - -	- - -	7 11 6	- - -		
23. Hurstperpoint and Poynings	- - -	11 11 5	42 13 10	9 9 6	- - -	- - -	- - -	- - -		
24. Lewes and Brighton	180 4 9	- - -	506 18 6	- - -	- - -	- - -	- - -	- - -		
25. Lewes to Eastbourne and Hails- ham	- - -	1 2 9	860 3 10	117 4 3	- - -	- - -	- - -	- - -		
26. Mayfield and Wadhurst	508 16 4	- - -	1,391 0 0	- - -	- - -	- - -	- - -	- - -		
27. Midhurst and Sheetbridge	194 7 9	- - -	218 14 6	- - -	- - -	- - -	5 4 0	- - -		
28. New Chapel, Lindfield, and Brighthelmston	90 11 2	- - -	748 0 0	- - -	- - -	- - -	11 12 0	- - -		
29. Offham and Ditchelling c	257 10 11	- - -	82 0 0	- - -	- - -	- - -	3 0 0	- - -		
30. Petworth	316 3 8	- - -	1,010 0 0	- - -	- - -	- - -	16 7 0	- - -		
31. Pyecombe and Hicksted	56 6 11	- - -	398 0 0	- - -	- - -	- - -	4 3 8	- - -		
32. Robertsbridge Clappers	113 14 11	- - -	100 0 0	- - -	- - -	- - -	- - -	- - -		
33. Rye	104 5 1	- - -	725 0 0	- - -	- - -	- - -	4 0 0	- - -		
34. Saint Leonards and Sedlescomb	734 19 0	- - -	624 5 0	- - -	- - -	- - -	- - -	- - -		
35. Shipley c	154 3 3	- - -	78 5 4	- - -	- - -	- - -	h 97 10 0	- - -		
36. Staplecross	- - -	51 19 2	285 15 0	- - -	- - -	- - -	- - -	- - -		
37. Storrington and Ball's Hutt	87 7 10	- - -	200 5 0	- - -	- - -	- - -	1 0 0	- - -		
38. Storrington and Wiston	110 7 6	- - -	491 0 6	- - -	- - -	- - -	0 18 0	- - -		
39. Tunbridge Wells to Maresfield and New Road (united)	81 17 6	- - -	712 5 0	- - -	- - -	- - -	3 6 8	- - -		
40. Tunbridge Wells to Uckfield	338 14 5	- - -	597 10 8	- - -	- - -	- - -	- - -	- - -		
41. Worthing and Branch	168 9 5	- - -	474 10 0	- - -	49 0 0	- - -	12 18 6	- - -		
42. Worthing and Lancing	288 19 7	- - -	81 1 8	- - -	- - -	- - -	173 13 8	- - -		
£	8,188 8 5	370 7 8	22,218 5 1	196 13 9	49 0 0	- - -	1,132 0 1	- - -		
COUNTY OF WARWICK.										
1. Alcester (united)	287 12 10	- - -	1,306 10 0	- - -	- - -	1 2 6	0 18 0	- - -		
2. Ansley and Whitacre	- - -	109 3 10	54 0 0	- - -	- - -	- - -	10 0 0	- - -		
3. Birmingham and Blakedown Pool	359 5 5	- - -	1,086 5 0	- - -	- - -	- - -	2 13 3	- - -		
4. Birmingham and Sernal Ash	238 12 7	- - -	1,121 8 4	- - -	- - -	- - -	0 18 0	- - -		
5. Birmingham to Stonebridge	38 15 8	- - -	651 5 0	- - -	- - -	0 5 0	10 8 10	- - -		
6. Birmingham and Stratford-on- Avon	115 9 5	- - -	1,228 10 10	- - -	- - -	- - -	32 12 6	- - -		
7. Birmingham, Warwick, and War- mington	570 3 2	- - -	1,629 0 0	- - -	- - -	- - -	- - -	- - -		
8. Birmingham and Watford Gap	269 1 1	- - -	1,255 16 11	- - -	- - -	- - -	116 14 9	- - -		
9. Ditto, Kingsbury Branch	- - -	- - -	169 11 5	- - -	- - -	- - -	- - -	- - -		
10. Castle Bromwich and Birmingham, &c. (united)	221 18 4	- - -	408 13 4	- - -	- - -	- - -	7 18 2	- - -		
11. Coventry and Stoney Stanton	176 9 3	- - -	508 19 8	- - -	- - -	- - -	6 0 0	- - -		
12. Coventry and Wolvey	- - -	11 10 1	245 0 0	- - -	- - -	- - -	- - -	- - -		
13. Dunchurch and Southam	55 18 1	- - -	140 0 0	73 0 0	- - -	- - -	- - -	- - -		
14. Dunchurch and Stonebridge	118 14 9	- - -	554 4 2	- - -	- - -	0 2 6	- - -	- - -		
15. Evesham and Alcester, Alcester District	117 19 11	- - -	250 16 8	- - -	- - -	- - -	- - -	- - -		

a Including team labour.

b Including materials, &c.

c Local Act expired 1st November 1867.

f Including 171l. 7s. 11d. balance paid over to the parishes on the Trust ceasing.

g Including 25l for extra services.

h Including team labour.

i Assessments on the lands.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			
							Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5.	1,962 5 6	496 8 4	397 9 7	196 9 3	- - -	128 13 3	- - -	40 0 0	70 0 0	
6.	545 8 9	100 10 9	- - -	60 14 6	- - -	6 3 8	- - -	- - -	- - -	
7.	1,840 6 4	391 12 0	143 6 3	487 18 0	- - -	69 10 8	- - -	20 0 0	81 18 0	
8.	624 8 9	115 8 5	346 9 3	31 6 0	- - -	30 13 7	- - -	15 0 0	39 0 0	
9.	135 0 0	698 0 3	- - -	- - -	- - -	9 12 6	- - -	15 0 0	- - -	
10.	683 9 2	939 1 1	154 9 9	57 19 7	- - -	64 10 11	- - -	26 5 0	100 0 0	
11.	322 11 0	92 17 0	38 3 6	73 15 0	- - -	13 10 9	- - -	20 0 0	21 0 0	
12.	140 9 6	42 0 8	26 10 0	70 2 6	- - -	16 2 10	- - -	- - -	15 0 0	
13.	395 8 10	112 3 8	118 7 0	21 5 0	- - -	13 8 11	- - -	20 0 0	9 18 0	
14.	916 7 0	419 10 2	173 18 8	104 6 8	- - -	49 12 0	- - -	25 0 0	100 0 0	
15.	208 2 6	31 0 3	- - -	47 13 4	- - -	11 11 10	- - -	12 12 0	12 0 0	
16.	1,932 5 0	337 15 4	300 1 11	457 13 8	- - -	78 1 5	- - -	50 0 0	15 4 6	
17.	172 5 0	43 1 0	172 0 0	- - -	- - -	2 13 8	- - -	22 18 7	5 0 0	
18.	626 5 0	- - -	- - -	- - -	- - -	77 16 2	- - -	- - -	- - -	
19.	707 8 5	127 18 2	385 3 4	70 10 8	- - -	25 13 6	- - -	25 0 0	75 0 0	
20.	246 8 11	62 19 8	115 13 2	91 10 1	- - -	6 8 3	- - -	- - -	7 10 0	
21.	400 11 8	97 10 6	1 17 6	134 3 4	- - -	9 1 6	- - -	- - -	15 0 0	
22.	495 11 6	146 4 10	9 3 10	97 16 6	- - -	18 16 3	- - -	13 0 0	25 0 0	
23.	52 3 4	12 4 0	- - -	27 11 3	- - -	- - -	- - -	4 8 6	- - -	
24.	506 18 6	142 3 6	206 3 1	158 16 4	- - -	2 3 3	- - -	16 0 0	35 0 0	
25.	977 8 1	102 7 5	163 2 11	84 0 4	- - -	11 17 0	- - -	15 0 0	60 0 0	
26.	1,391 0 0	268 7 10	331 18 7	149 9 4	- - -	55 17 0	- - -	20 0 0	- - -	
27.	223 18 6	69 12 4	39 15 9	68 9 3	- - -	9 0 3	- - -	20 0 0	- - -	
28.	759 12 0	207 16 11	186 1 6	246 14 10	- - -	22 1 2	- - -	20 0 0	30 0 0	
29.	85 0 0	20 5 10	4 9 0	- - -	- - -	2 5 6	- - -	4 4 0	5 0 0	
30.	1,026 7 0	274 1 0	139 6 7	122 17 4	- - -	36 11 1	15 0 0	32 8 0	77 12 0	
31.	402 3 8	90 6 0	78 7 6	25 3 9	- - -	15 18 9	- - -	- - -	10 0 0	
32.	100 0 0	- - -	- - -	- - -	- - -	9 14 4	- - -	- - -	- - -	
33.	729 0 0	302 13 0	200 15 3	169 4 6	- - -	28 0 4	5 0 0	15 0 0	35 0 0	
34.	624 5 0	- - -	18 5 7	6 1 6	- - -	5 18 11	- - -	12 0 0	10 0 0	
35.	175 15 4	250 14 3	- - -	41 17 6	- - -	4 10 0	- - -	12 12 0	- - -	
36.	285 15 0	37 2 6	52 12 2	57 10 10	- - -	7 14 4	2 10 0	10 0 0	12 0 0	
37.	201 5 0	64 0 0	27 1 9	24 16 0	- - -	11 19 4	- - -	12 12 0	- - -	
38.	491 18 6	59 17 0	- - -	154 8 7	- - -	16 4 10	- - -	18 18 0	5 0 0	
39.	715 11 8	106 15 8	222 16 1	239 14 6	- - -	5 14 0	- - -	12 0 0	30 0 0	
40.	597 10 8	151 13 10	172 18 3	65 6 7	- - -	70 4 4	- - -	24 0 0	45 0 0	
41.	536 8 6	144 16 5	- - -	94 13 6	- - -	9 11 0	- - -	21 0 0	35 0 0	
42.	254 15 4	13 3 4	- - -	7 19 8	- - -	110 0 11	- - -	24 2 10	- - -	
23,595 18 11	6,292 14 0	4,154 14 8	4,015 13 8	- - -	58 17 0	1,150 19 0	27 10 0	640 7 11	1,006 2 6	
1.	1,308 10 6	526 2 10	141 13 9	239 0 3	- - -	3 11 0	141 19 7	- - -	135 0 0	
2.	64 0 0	8 4 10	7 0 6	5 2 6	- - -	- - -	- - -	11 0 0	7 10 0	
3.	1,088 18 3	301 7 8	78 9 0	151 19 6	- - -	3 16 0	67 18 9	- - -	31 10 0	
4.	1,122 6 4	363 10 6	104 0 0	280 15 5	- - -	2 5 0	162 12 5	- - -	40 0 0	
5.	661 18 10	198 15 2	60 6 6	138 6 6	- - -	13 0 0	52 19 3	- - -	31 10 0	
6.	1,261 3 4	422 17 5	158 0 6	161 10 11	- - -	20 17 0	123 11 2	- - -	40 0 0	
7.	1,629 0 0	476 14 8	194 6 1	161 16 6	- - -	6 10 0	45 15 9	40 0 0	147 0 0	
8.	1,372 11 8	312 8 6	73 16 9	329 8 2	- - -	- - -	84 19 10	- - -	35 0 0	
9.	169 11 5	80 5 6	18 8 7	73 8 4	- - -	- - -	1 5 0	- - -	- - -	
10.	416 11 6	157 12 8	10 11 10	20 6 6	- - -	- - -	16 6 10	- - -	30 18 0	
11.	514 19 8	110 5 10	8 4 0	332 19 9	- - -	- - -	35 18 6	- - -	25 0 0	
12.	245 0 0	80 10 8	27 19 5	65 0 10	- - -	- - -	12 2 3	- - -	10 10 0	
13.	213 0 0	41 19 0	37 11 4	70 8 4	- - -	- - -	- - -	2 2 0	5 0 0	
14.	554 6 8	201 16 4	62 14 7	140 6 3	- - -	- - -	21 6 9	- - -	60 0 0	
15.	250 16 8	87 3 8	40 4 10	45 4 10	- - -	- - -	88 17 9	- - -	15 0 0	

(Continued on page 68.)

d Including proceeds of sale of Trust property.

A Proceeds of sale of Trust property.

e Including 768*l*. 16*s*. 2*d*. balance paid over to the parishes on the Trust ceasing.i Including 207*l*. 8*s*. 3*d*. distributed amongst the parishes on the Trust ceasing.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF SUSSEX— continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5. Brighton, Cuckfield, and West Grinstead	25 13 6	178 11 9	- - -	- - -	7 0 0	- - -	1,540 5 8
6. Brighton and Newhaven	28 4 8	201 4 2	- - -	100 0 0	2 1 0	- - -	498 18 9
7. Brighton, Shoreham, and Lancing	182 15 6	- - -	177 10 0	- - -	33 16 2	- - -	1,588 6 7
8. Broil Park Gate to Battle	24 9 11	- - -	- - -	- - -	19 0 6	- - -	621 7 8
9. Bury	- - -	20 5 0	- - -	- - -	4 8 10	- - -	147 6 7
10. Cosham to Chichester	81 2 1	- - -	- - -	- - -	645 1 4	- - -	1,468 9 9
11. Cowfold and Henfield	11 1 6	25 5 0	- - -	- - -	3 18 9	- - -	299 11 6
12. Ditto, Branch	23 15 7	- - -	- - -	- - -	0 3 1	- - -	192 14 8
13. Crouch Hill and Hurstperpoint	4 3 0	10 13 4	- - -	c 175 0 0	- - -	- - -	484 18 11
14. Farnhurst, Midhurst, Chichester, and Dell Quay	82 15 2	- - -	- - -	- - -	d 120 19 5	- - -	1,076 2 1
15. Five Oaks	4 18 6	71 5 9	- - -	e 95 0 0	2 2 8	- - -	288 4 4
16. Flimwell and Hastings	- - -	559 14 0	- - -	236 0 0	19 1 2	- - -	2,053 12 0
17. Henfield	- - -	31 6 10	- - -	- - -	1 17 6	- - -	178 17 7
18. Hollington and Hastings	3 13 0	557 12 9	- - -	- - -	18 4 10	- - -	657 6 9
19. Horsebridge and Horeham	4 17 10	- - -	- - -	- - -	16 5 6	- - -	748 15 8
20. Horsham and Crawley	22 3 8	52 10 0	- - -	- - -	0 15 0	- - -	259 9 10
21. Horsham and Guildford	20 10 2	64 8 9	- - -	i 200 0 0	0 4 2	- - -	542 15 11
22. Horsham and Steyning	9 16 4	119 12 6	- - -	- - -	4 19 8	- - -	444 9 11
23. Hurstperpoint and Poynings	- - -	- - -	- - -	- - -	- - -	- - -	44 3 9
24. Lewes and Brighton	10 7 4	- - -	- - -	- - -	5 14 3	- - -	576 7 9
25. Lewes to Eastbourne and Hail- ham	- - -	85 11 0	- - -	k 412 10 0	12 9 4	- - -	960 13 1
26. Mayfield and Wadhurst	9 17 2	223 5 6	- - -	1180 0 0	16 19 10	- - -	1,255 15 3
27. Midhurst and Sheetbridge	50 13 4	- - -	- - -	- - -	8 2 8	- - -	265 13 7
28. New Chapel, Lindfield, and Brighelmston	42 13 11	86 12 0	- - -	m 91 16 0	14 14 0	- - -	948 10 4
29. Offham and Ditchelling	15 3 4	- - -	- - -	287 10 0	3 13 3	- - -	342 10 11
30. Petworth	7 18 6	114 1 5	- - -	o 300 0 0	2 13 8	- - -	1,122 9 7
31. Pyecombe and Hicksted	24 3 8	92 9 11	- - -	p 10 10 0	9 0 11	- - -	384 17 2
32. Robertsbridge Clappers	- - -	22 7 2	- - -	- - -	- - -	- - -	32 1 6
33. Rye	12 12 6	16 17 10	- - -	50 0 0	22 12 4	- - -	857 5 9
34. Saint Leonards and Sedlescomb	10 7 0	135 18 4	- - -	600 0 0	59 12 2	- - -	858 3 6
35. Shipley	8 9 11	- - -	- - -	- - -	11 14 11	- - -	329 18 7
36. Staplecross	8 12 5	51 2 8	- - -	- - -	4 4 7	- - -	243 9 6
37. Storrington and Ball's Hutt	6 18 0	23 15 0	- - -	- - -	6 7 0	- - -	177 9 1
38. Storrington and Wiston	7 6 0	97 11 3	1 5 6	- - -	7 5 0	- - -	367 16 2
39. Tunbridge Wells to Maresfield and New Road (united)	5 17 8	61 19 0	- - -	s 60 0 0	6 4 10	- - -	766 17 6
40. Tunbridge Wells to Uckfield	- - -	22 2 6	- - -	200 0 0	6 2 7	- - -	757 8 1
41. Worthing and Branch	7 5 5	52 1 3	- - -	- - -	4 8 0	49 0 0	417 15 7
42. Worthing and Lancing	- - -	- - -	200 0 0	- - -	- - -	- - -	355 6 9
£	789 14 10	3,181 1 11	378 15 6	2,998 6 0	534 9 2	49 0 0	25,278 6 2
COUNTY OF WARWICK.							
1. Alcester (united)	43 17 9	39 6 8	- - -	200 0 0	17 10 5	- - -	1,488 2 3
2. Ansley and Whitacre	- - -	5 9 0	- - -	- - -	15 0 9	- - -	59 7 7
3. Birmingham and Blakedown Pool	- - -	161 17 0	106 10 6	260 0 0	95 7 0	- - -	1,358 15 5
4. Birmingham and Sernal Ash	- - -	- - -	- - -	- - -	t 59 9 3	- - -	1,087 12 7
5. Birmingham to Stonebridge	- - -	27 6 7	- - -	- - -	11 10 10	- - -	633 14 10
6. Birmingham and Stratford-on- Avon	- - -	13 10 0	92 16 4	- - -	48 12 11	- - -	1,156 16 3
7. Birmingham, Warwick, and War- mington	26 16 4	85 7 9	- - -	u 370 0 0	20 15 6	- - -	1,575 2 7
8. Birmingham and Watford Gap	34 12 10	61 13 4	85 19 1	500 0 0	69 0 9	- - -	1,676 19 3
9. Ditto, Kingsbury Branch	- - -	- - -	- - -	- - -	1 4 0	- - -	169 11 5
10. Castle Bromwich and Birmingham, &c. (united)	- - -	32 15 6	- - -	- - -	9 0 6	- - -	335 18 6
11. Coventry and Stoney Stanton	6 14 0	53 14 10	- - -	- - -	28 2 9	- - -	630 19 8
12. Coventry and Wolvey	5 15 0	- - -	- - -	- - -	8 18 1	- - -	230 16 3
13. Dunchurch and Southam	- - -	35 12 6	- - -	s 40 0 0	6 17 10	- - -	244 11 0
14. Dunchurch and Stonebridge	29 7 4	- - -	- - -	- - -	12 15 0	- - -	528 6 3
15. Evesham and Alcester, Alcester District	20 1 3	13 10 9	- - -	100 0 0	0 12 6	- - -	410 15 7

a Including 200l. at 5 per cent.

b Including 27l. 10s. gratuities.

c For debts of 200l.

g Reduced by omitting 500l. on which interest has never been paid.

h Interest reduced and arrears extinguished by Provisional Order.

n Remaining debt and unpaid interest relinquished.

o For debts of 306l. 2s. 6d.

p For debts of 70l.

s For debts of 100l.

t Including 37l. 3s. 9d. loss through failure of late treasurers.

DEBTS:						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5.	5,102 10 0	3½	-	-	-	5,102 10 0	-	-	-	388 16 1	388 16 1
6.	a 9,700 0 0	2	-	200 0 0	-	9,900 0 0	20 0 0	-	-	187 7 0	207 7 0
7.	-	-	-	2 1 11	2 1 11	-	-	-	-	990 18 8	990 18 8
8.	-	-	-	-	-	-	-	-	-	86 1 6	153 11 6
9.	2,025 0 0	1	6 17 6	20 5 0	-	2,052 2 6	-	-	67 10 0	-	-
10.	-	-	-	-	-	-	-	-	-	-	-
11.	2,525 0 0	1	-	-	-	2,525 0 0	-	-	-	237 1 10	237 1 10
12.	-	-	-	3 19 2	3 19 2	-	-	-	-	-	-
13.	200 0 0	4	-	-	-	200 0 0	-	-	-	108 2 10	108 2 10
14.	-	-	-	-	-	-	-	-	-	-	-
15.	4,340 0 0	1½	-	-	-	4,340 0 0	-	-	-	84 0 4	84 0 4
16.	f 21,707 0 0	3	-	632 14 0	-	22,339 14 0	-	-	-	555 19 9	555 19 9
17.	3,134 10 0	1	-	-	-	3,134 10 0	-	-	-	116 17 7	116 17 7
18.	g 11,390 0 0	h 1	-	-	0 4 2	11,390 4 2	-	-	-	-	-
19.	-	-	-	-	-	-	-	-	-	65 3 9	65 3 9
20.	5,250 0 0	1	-	-	-	5,250 0 0	-	-	-	27 17 11	27 17 11
21.	12,887 12 0	½	-	-	-	12,887 12 0	-	-	-	165 9 2	165 9 2
22.	4,055 0 0	8	-	243 6 0	-	4,298 6 0	-	-	-	202 7 4	202 7 4
23.	1,380 0 0	5	183 8 0	2,275 0 0	3 11 10	3,841 19 10	-	-	-	-	-
24.	-	-	-	-	-	-	-	-	-	110 15 6	110 15 6
25.	2,350 0 0	3	-	-	-	2,350 0 0	-	-	-	15 12 3	15 12 3
26.	5,325 14 8	4	-	-	-	5,325 14 8	-	-	-	644 1 1	644 1 1
27.	-	-	30 0 0	-	-	30 0 0	-	-	-	152 12 8	152 12 8
28.	8,494 16 0	1	-	-	98 7 2	8,593 3 2	-	-	-	-	-
29.	n	-	-	-	-	-	-	-	-	-	-
30.	3,337 17 10	3½	-	-	-	3,337 17 10	-	-	-	220 1 1	220 1 1
31.	9,249 10 0	1	-	-	-	9,249 10 0	-	-	-	73 13 5	73 13 5
32.	1,500 0 0	4	-	116 1 7	-	1,616 1 7	-	-	-	181 13 5	181 13 5
33.	400 0 0	4	-	-	24 0 8	424 0 8	-	-	-	-	-
34.	g 3,400 0 0	h 2	-	-	-	3,400 0 0	-	-	-	501 0 6	501 0 6
35.	-	-	-	-	-	-	-	-	-	-	-
36.	1,300 0 0	4	-	9 13 8	1,309 13 8	18 5 0	-	-	-	18 5 0	18 5 0
37.	5,500 0 0	2½	-	23 15 0	-	5,523 15 0	-	-	-	111 3 9	111 3 9
38.	2,787 10 0	3½	-	97 11 3	-	2,885 1 3	-	-	-	234 9 10	234 9 10
39.	2,000 0 0	3	-	-	-	2,000 0 0	-	-	-	30 11 8	30 11 8
40.	300 0 0	5	-	-	-	300 0 0	-	-	-	178 17 0	178 17 0
41.	1,487 10 0	3½	-	52 1 3	-	1,539 11 3	-	-	-	287 2 4	287 2 4
42.	7,405 10 0	5	211 0 10	11,429 4 1	-	19,045 14 11	-	-	-	188 8 2	188 8 2
144,135 0 6						38 5 0	-	-	67 10 0	6,310 7 10	6,416 2 10
1.	800 0 0	4	-	-	-	800 0 0	-	-	-	108 1 1	108 1 1
2.	2,600 0 0	1d.	-	-	104 11 5	2,704 11 5	-	-	48 14 10	-	48 14 10
3.	2,514 0 0	5	-	-	-	2,514 0 0	99 3 4	-	-	89 8 3	188 11 7
4.	-	-	-	-	-	-	-	-	-	273 6 4	273 6 4
5.	636 0 0	5	-	15 18 0	-	651 18 0	59 3 4	-	-	66 19 8	126 3 0
6.	300 0 0	4½	-	-	-	300 0 0	148 15 0	-	-	219 16 6	368 11 6
7.	1,513 6 5	4	-	-	-	1,513 6 5	-	-	-	624 0 7	624 0 7
8.	1,000 0 0	4	-	-	35 6 6	1,035 6 6	-	-	-	-	-
9.	-	-	-	-	-	-	-	-	-	-	-
10.	1,100 0 0	4	-	54 2 7	-	1,154 2 7	-	-	-	302 11 4	302 11 4
11.	3,559 16 6	3	-	0 1 5	-	3,559 17 11	-	-	-	60 9 3	60 9 3
12.	41 0 10	4	-	21 7 0	-	62 7 10	-	-	-	2 13 8	2 13 8
13.	1,510 0 0	2½	-	43 12 6	-	1,553 12 6	-	-	-	24 7 1	24 7 1
14.	-	-	-	-	-	-	-	-	-	144 15 2	144 15 2
15.	200 0 0	4	-	-	41 19 0	241 19 0	-	-	-	-	-

d Including 87l. 10s. gratuities.

e For debts of 275l.

f Including 2,207l. at 1½ per cent. and 694l. not bearing interest.

i For debts of 1,000l.

h For debts of 550l.

l For debts of 250l.

m For debts of 496l. 8s.

g Reduced by omitting unclaimed debt.

r Including 4,550l. at one penny per cent. until the preference debt is paid off.

u For debts of 373l. 10s. 9d.

x Including 1,750l. at one penny per cent.

1. NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1867.	Balance due to the Treasurers on 1st Jan. 1867.	4.	5.	6.	7.	8.	9.
			Revenue received from Tolls.	Parish Composition in lieu of Statute Duty.	Estimated Value of Statute Duty performed.	Revenue from Fines.	Revenue from Incidental Receipts.	Amount of Money borrowed on the Security of the Toll.
COUNTY OF WARWICK— <i>continued.</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
16. Fillongley and Over Whitacre -	123 19 11	- - -	189 5 0	- - -	- - -	- - -	- - -	- - -
17. Finford Bridge and Banbury -	226 11 11	- - -	731 0 0	- - -	- - -	- - -	- - -	- - -
18. Great Kingston and Wellesbourne -	91 8 6	- - -	254 3 4	- - -	- - -	- - -	0 12 0	- - -
19. Hinckley and Coventry -	200 19 2	- - -	918 14 0	- - -	- - -	- - -	1 1 7	- - -
20. Mancetter and Wolvey Heath -	1 7 2	- - -	265 0 0	- - -	- - -	- - -	- - -	- - -
21. Rugby and Hinckley -	163 1 0	- - -	414 13 4	- - -	- - -	- - -	- - -	- - -
22. Rugby and Kilworth -	119 5 4	- - -	254 11 8	- - -	- - -	4 0 6	1 0 0	- - -
23. Rugby and Lutterworth -	537 8 2	- - -	335 3 4	- - -	- - -	- - -	- - -	- - -
24. Rugby and Warwick -	50 19 9	- - -	382 3 4	- - -	- - -	5 6 0	- - -	- - -
25. Southam and Kineton -	158 7 8	- - -	165 10 0	16 4 5	- - -	- - -	- - -	- - -
26. Stonebridge and Kenilworth -	75 16 0	- - -	110 6 0	- - -	- - -	- - -	- - -	- - -
27. Stratford and Edgehill -	- - -	7 16 6	386 10 0	- - -	- - -	2 3 0	1 7 0	- - -
28. Stratford-upon-Avon and Long Compton -	113 8 4	- - -	1,236 2 3	- - -	- - -	- - -	- - -	- - -
29. Warwick, Coventry, and Leam- ington -	254 12 2	- - -	870 0 0	65 0 0	- - -	- - -	35 0 0	- - -
30. Warwick and Paddlebrook and Stratford -	69 3 0	- - -	755 8 0	- - -	- - -	- - -	48 12 0	- - -
31. Watling Street, Bentley Lane and Branch, Pinwall Lane and Ap- pleby (united) -	16 2 2	- - -	1,473 14 9	- - -	- - -	- - -	0 8 4	- - -
32. Wellesbourne and Stratford -	45 12 8	- - -	213 4 6	- - -	- - -	1 2 6	10 0 0	- - -
£	4,818 3 5	128 10 5	19,565 10 10	154 4 5	- - -	14 2 0	286 4 5	- - -
COUNTY OF WESTMORLAND.								
1. Ambleside -	408 18 2	- - -	1,176 0 0	- - -	- - -	0 2 6	5 3 5	- - -
2. Appleby and Kendal -	90 0 9	- - -	364 4 5	- - -	- - -	- - -	4 17 6	- - -
3. Brough and Bowes, and Maiden Castle and Barrow's Brow to the Coal Works (united) -	3 10 0	- - -	58 11 10	27 10 0	- - -	- - -	- - -	- - -
4. Brough and Eamont Bridge -	50 17 2	- - -	280 0 0	- - -	- - -	- - -	- - -	- - -
5. Brough and Middleton -	69 8 6	- - -	261 0 0	- - -	- - -	- - -	0 14 2	- - -
6. Heronsyke and Eamont Bridge -	265 8 6	- - -	565 10 0	- - -	- - -	- - -	13 10 9	- - -
7. Kirkby Lonsdale, Kendal, and Milnthorpe -	144 12 2	- - -	459 7 6	- - -	- - -	- - -	0 13 9	- - -
8. Kirkby Stephen and Hawes -	88 8 3	- - -	148 0 0	- - -	- - -	- - -	- - -	- - -
9. Milnthorpe and Levens -	254 16 8	- - -	350 0 0	- - -	- - -	- - -	7 7 3	- - -
£	1,376 0 2	- - -	3,662 13 9	27 10 0	- - -	0 2 6	32 6 10	- - -
COUNTY OF WILTS.								
1. Amesbury -	3 18 1	- - -	412 0 0	- - -	- - -	- - -	4 6 0	- - -
2. Beckhampton -	95 4 8	- - -	574 12 10	- - -	- - -	- - -	5 2 0	- - -
3. Bradford -	551 6 3	- - -	660 14 6	- - -	- - -	- - -	32 2 0	- - -
4. Burford, Leachlade, and Swindon -	- - -	78 14 2	685 0 0	- - -	- - -	- - -	1 5 0	- - -
5. Calne -	255 19 7	- - -	623 1 8	- - -	- - -	- - -	13 4 6	- - -
6. Calne, Hillmarton, and Lyneham, or Second District -	130 9 11	- - -	204 0 0	312 7 6	- - -	- - -	- - -	- - -
7. Chippenham -	593 9 5	- - -	1,210 0 0	- - -	- - -	- - -	46 10 9	- - -
8. Corsham -	129 5 1	- - -	481 5 0	- - -	- - -	- - -	37 17 0	- - -
9. Devizes (consolidated) -	19 2 5	- - -	1,700 16 6	- - -	- - -	- - -	25 4 7	- - -
10. Draycot, or Upper District -	79 19 9	- - -	177 0 0	- - -	- - -	- - -	- - -	- - -
11. Everley -	142 5 3	- - -	245 10 7	- - -	- - -	0 9 6	- - -	- - -
12. Fisherton, Wilton, Heytesbury, Willoughby Edge, and Redhorne -	79 6 9	- - -	1,116 12 2	- - -	- - -	- - -	97 15 3	- - -
13. Holt -	182 15 8	- - -	200 0 0	- - -	- - -	- - -	10 0 0	- - -
14. Kennet and Amesbury -	326 3 5	- - -	599 13 3	- - -	- - -	- - -	4 10 9	- - -
15. Malmesbury, First District -	226 18 6	- - -	737 10 1	- - -	- - -	- - -	- - -	- - -
16. Ditto, Second District -	421 19 8	- - -	1,363 1 8	- - -	- - -	- - -	- - -	- - -
17. Ditto, Third District -	149 4 10	- - -	562 18 4	84 18 0	- - -	- - -	- - -	- - -
18. Marlborough and Froxfield -	17 5 6	- - -	126 15 0	- - -	- - -	- - -	94 4 8	- - -
19. Marlborough and Salisbury -	68 3 11	- - -	801 13 5	- - -	- - -	- - -	- - -	- - -
20. Marshfield -	13 13 8	- - -	470 0 0	- - -	- - -	0 12 6	20 15 6	- - -
21. Melksham -	109 5 9	- - -	675 9 0	- - -	- - -	- - -	56 9 3	- - -
22. Sarum and Eling, Eling District -	536 2 11	- - -	1,062 10 0	- - -	- - -	0 4 0	41 13 10	- - -
23. Ditto, Locombe District -	- - -	0 4 4	173 0 10	- - -	- - -	- - -	6 10 0	- - -

a Including materials, &c. b Agent's commission c Contract work.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6. 189 5 0	55 14 9	16 8 9	21 5 3	- - -	- - -	12 9 5	- - -	- - -	20 0 0
7. 731 0 0	156 12 5	51 3 7	144 4 1	- - -	- - -	7 6 0	20 0 0	10 0 0	45 0 0
8. 254 15 4	124 2 3	55 5 7	31 9 4	- - -	3 2 9	4 2 2	3 0 0	- - -	10 0 0
9. 919 15 7	426 0 4	86 10 0	140 4 7	- - -	- - -	37 1 4	- - -	31 10 0	60 0 0
0. 265 0 0	106 19 2	12 13 3	38 5 11	- - -	- - -	22 13 3	- - -	15 0 0	20 0 0
1. 414 13 4	86 12 0	13 16 6	90 6 9	- - -	- - -	31 9 1	5 5 0	11 11 0	18 0 0
2. 259 12 2	64 2 0	32 13 0	55 11 10	- - -	- - -	22 12 1	5 5 0	11 11 0	18 0 0
3. 335 3 4	86 6 8	33 12 3	103 3 6	- - -	- - -	65 9 4	5 5 0	11 11 0	26 0 0
4. 387 9 4	107 8 0	51 7 11	55 8 11	- - -	- - -	10 3 11	5 5 0	11 11 0	18 0 0
5. 181 14 5	a 21 4 3	- - -	- - -	- - -	- - -	5 19 9	- - -	b 6 15 0	- - -
6. 110 6 0	25 11 0	3 14 0	17 15 0	- - -	- - -	5 2 1	- - -	10 10 0	10 10 0
7. 390 0 0	201 18 3	87 16 3	28 19 11	- - -	9 11 6	12 8 10	- - -	5 0 0	- - -
8. 1,236 2 3	c 525 5 8	- - -	- - -	- - -	- - -	26 6 7	- - -	31 10 0	52 0 0
9. 970 0 0	259 8 8	118 2 8	96 7 6	- - -	28 19 0	17 11 5	- - -	31 10 0	50 0 0
0. 804 0 0	370 2 0	87 16 9	157 15 10	- - -	3 5 0	43 16 1	- - -	25 0 0	100 0 0
1. 1,474 3 1	425 12 11	177 7 9	236 13 1	- - -	- - -	44 18 2	15 0 0	40 0 0	96 0 0
2. 224 7 0	99 6 2	30 12 0	25 5 8	- - -	- - -	31 19 5	- - -	5 5 0	20 0 0
20,020 1 8	6,512 1 9	1,877 7 11	3,458 11 9	- - -	94 17 3	1,257 2 9	101 2 0	518 12 0	1,481 6 8
1. 1,181 5 11	575 0 0	40 0 0	50 1 5	- - -	- - -	74 11 0	5 0 0	20 0 0	30 0 0
2. 369 1 11	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	10 0 0	10 0 0
3. 86 1 10	9 9 1	3 5 11	5 15 8	- - -	- - -	- - -	- - -	6 0 0	15 15 0
4. 280 0 0	91 9 10	7 0 0	10 19 10	- - -	- - -	1 15 11	- - -	15 0 0	60 0 0
5. 261 14 2	83 7 0	36 12 6	52 2 5	- - -	- - -	4 13 8	- - -	10 0 0	20 0 0
6. 579 0 9	- - -	- - -	- - -	- - -	- - -	10 18 0	10 0 0	15 0 0	25 0 0
7. 460 1 3	130 19 6	12 2 3	9 19 5	5 0 0	- - -	8 14 10	5 0 0	10 0 0	20 0 0
8. 148 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	2 0 0	- - -
9. 357 7 3	- - -	- - -	- - -	- - -	- - -	7 11 4	5 0 0	5 0 0	5 0 0
3,722 13 1	890 5 5	99 0 8	128 18 9	5 0 0	- - -	108 4 9	30 0 0	93 0 0	185 15 0
1. 416 6 0	a 152 11 0	- - -	- - -	- - -	- - -	25 13 1	10 0 0	20 0 0	50 0 0
2. 579 14 10	308 1 0	166 16 6	- - -	- - -	16 7 6	16 2 2	10 10 0	20 0 0	60 0 0
3. 692 16 6	157 15 11	3 17 6	208 7 10	- - -	- - -	16 8 1	- - -	40 0 0	150 0 0
4. 686 5 0	d 350 0 0	- - -	- - -	- - -	- - -	8 9 10	10 0 0	20 0 0	- - -
5. 636 6 2	207 6 0	170 18 5	119 19 2	- - -	22 12 6	39 0 6	10 10 0	20 0 0	52 0 0
6. 516 7 6	128 4 5	47 7 7	136 15 6	- - -	- - -	- - -	- - -	4 4 0	21 0 0
7. 1,256 10 9	c 910 0 0	- - -	- - -	- - -	- - -	2 2 9	- - -	25 0 0	30 0 0
8. 519 2 0	185 10 8	88 7 3	194 8 9	- - -	- - -	10 17 0	- - -	25 0 0	50 0 0
9. 1,726 1 1	424 7 10	222 1 6	331 12 1	- - -	6 10 0	52 7 2	- - -	50 0 0	150 0 0
10. 177 0 0	75 0 0	15 0 0	11 0 0	- - -	- - -	3 0 2	- - -	- - -	- - -
11. 246 0 1	45 12 6	142 5 11	- - -	- - -	- - -	7 7 3	10 0 0	25 0 0	- - -
12. 1,214 7 5	405 19 10	187 10 0	68 5 6	- - -	- - -	107 5 6	30 0 0	60 0 0	120 0 0
13. 210 0 0	- - -	- - -	- - -	- - -	0 7 6	7 19 7	5 5 0	- - -	- - -
14. 604 4 0	a 271 16 5	- - -	- - -	- - -	- - -	10 19 4	10 0 0	20 0 0	- - -
15. 737 10 1	255 18 8	84 13 11	116 13 10	- - -	16 9 8	8 9 5	- - -	20 0 0	30 0 0
16. 1,363 1 8	e 559 5 9	137 16 8	272 16 9	- - -	18 7 0	24 12 7	- - -	20 0 0	70 0 0
17. 647 16 4	192 9 4	106 12 1	108 11 7	- - -	17 3 11	18 19 8	4 4 0	21 0 0	30 0 0
18. 220 19 8	37 15 0	20 7 0	26 13 4	- - -	- - -	96 16 2	- - -	20 0 0	15 0 0
19. 801 13 5	195 7 2	153 6 7	137 10 2	- - -	16 7 6	113 8 5	- - -	25 0 0	75 0 0
20. 491 8 0	172 5 6	86 4 6	94 16 9	- - -	3 8 2	33 11 0	- - -	15 0 0	40 0 0
21. 731 9 3	147 9 10	89 15 0	81 16 10	- - -	9 0 0	50 0 10	21 0 0	- - -	40 0 0
22. 1,104 7 10	c 648 4 4	- - -	- - -	- - -	- - -	129 4 4	25 0 0	50 0 0	120 0 0
23. 179 10 0	e 78 15 11	- - -	- - -	- - -	- - -	14 15 1	10 0 0	10 0 0	52 0 0

d Allowance to parishes.

e Including contract work.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE— <i>continued.</i>						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF WARWICK — <i>continued.</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
16. Fillongley and Over Whitacre -	11 6 3	14 8 0	- - -	45 0 0	6 11 0	- - -	203 3 5
17. Finford Bridge and Banbury -	9 9 0	55 19 4	- - -	200 0 0	16 6 0	- - -	716 0 5
18. Great Kingston and Wellesbourne -	- - -	- - -	- - -	- - -	15 8 10	- - -	246 10 11
19. Hinckley and Coventry -	- - -	- - -	225 0 0	- - -	41 6 10	- - -	1,047 13 1
20. Mancetter and Wolvey Heath -	- - -	28 0 0	- - -	- - -	12 3 3	- - -	255 14 10
21. Rugby and Hinckley -	1 0 0	99 3 0	- - -	- - -	6 12 10	- - -	363 16 2
22. Rugby and Kilworth -	0 5 0	9 10 9	- - -	- - -	5 7 8	- - -	224 18 4
23. Rugby and Lutterworth -	1 0 0	- - -	- - -	- - -	5 15 6	- - -	338 3 3
24. Rugby and Warwick -	1 0 0	75 2 6	- - -	- - -	6 4 8	- - -	341 11 11
25. Southam and Kineton -	- - -	149 9 3	- - -	- - -	5 13 4	- - -	189 1 7
26. Stonebridge and Kenilworth -	7 17 6	- - -	- - -	- - -	1 17 6	- - -	82 17 1
27. Stratford and Edgehill -	- - -	26 11 0	- - -	- - -	1 4 8	- - -	373 10 5
28. Stratford-upon-Avon and Long Compton -	- - -	115 2 7	- - -	300 0 0	5 177 5 2	- - -	1,227 10 0
29. Warwick, Coventry, and Leam- ington -	15 19 6	109 3 0	- - -	170 0 0	15 1 8	- - -	912 3 5
30. Warwick and Paddlebrook and Stratford -	- - -	8 17 0	- - -	- - -	3 0 0	- - -	799 12 8
31. Watling Street, Bentley Lane and Branch, Pinwall Lane and Ap- pleby (united) -	- - -	71 10 6	- - -	- - -	28 16 11	- - -	1,135 19 4
32. Wellesbourne and Stratford -	- - -	- - -	- - -	- - -	2 7 6	- - -	214 15 9
£	215 1 9	1,293 0 10	510 5 11	2,185 0 0	756 1 5	- - -	20,260 12 0
COUNTY OF WESTMORLAND.							
1. Ambleside -	- - -	62 0 8	- - -	c 300 0 0	12 11 2	- - -	1,169 4 11
2. Appleby and Kendal -	- - -	42 4 1	- - -	d 226 13 9	10 7 1	- - -	304 4 11
3. Brough and Bowes, and Maiden Castle and Barrow's Brow to the Coal Works (united) -	- - -	28 10 0	- - -	- - -	4 10 3	- - -	73 5 11
4. Brough and Eamont Bridge -	- - -	89 7 4	- - -	- - -	4 17 11	- - -	280 10 10
5. Brough and Middleton -	- - -	- - -	- - -	- - -	35 8 4	- - -	242 3 11
6. Heronsyke and Eamont Bridge -	- - -	332 11 11	- - -	f 200 0 0	7 14 2	- - -	601 4 1
7. Kirkby Lonsdale, Kendal, and Milnthorpe -	- - -	83 13 3	- - -	g 140 0 0	21 10 9	- - -	447 0 0
8. Kirkby Stephen and Hawes -	- - -	26 13 0	- - -	h 202 17 6	6 18 4	- - -	238 8 10
9. Milnthorpe and Levens -	- - -	78 10 6	- - -	i 200 0 0	2 12 3	- - -	303 14 1
£	- - -	743 10 9	- - -	1,269 11 3	106 10 3	- - -	3,659 16 10
COUNTY OF WILTS.							
1. Amesbury -	47 2 0	101 15 7	- - -	- - -	7 7 8	- - -	414 9 4
2. Beckhampton -	- - -	- - -	- - -	- - -	26 14 3	- - -	624 11 5
3. Bradford -	25 4 7	34 4 4	- - -	k 160 0 0	31 10 9	- - -	877 9 0
4. Burford, Leachlade, and Swindon -	2 15 6	39 14 2	- - -	l 219 10 0	13 6 2	- - -	663 15 8
5. Calne -	- - -	19 13 4	- - -	- - -	69 4 10	- - -	731 4 9
6. Calne, Hillmarton, and Lyneham, or Second District -	- - -	53 19 5	- - -	- - -	16 12 4	- - -	408 3 3
7. Chippenham -	8 8 0	- - -	38 11 9	- - -	3 13 10	- - -	1,017 16 4
8. Corsham -	5 0 0	- - -	8 14 0	- - -	13 4 2	- - -	581 1 10
9. Devizes (consolidated) -	5 5 10	17 4 2	- - -	200 0 0	47 13 7	- - -	1,507 2 2
10. Draycot, or Upper District -	18 9 4	34 16 0	- - -	87 0 0	- - -	- - -	244 5 6
11. Everley -	- - -	26 11 0	- - -	- - -	2 8 0	- - -	259 4 8
12. Fisherton, Wilton, Heytesbury, Willoughby Edge, and Redhone -	45 14 0	- - -	- - -	- - -	1 14 9	- - -	1,026 9 7
13. Holt -	11 9 1	22 17 8	- - -	m 150 0 0	9 12 10	- - -	207 11 8
14. Kennet and Amesbury -	20 12 8	172 10 0	- - -	- - -	143 5 3	- - -	649 3 8
15. Malmesbury, First District -	- - -	70 12 2	- - -	n 234 0 0	9 6 9	- - -	876 4 5
16. Ditto, Second District -	- - -	231 2 5	- - -	- - -	12 18 4	- - -	1,346 19 6
17. Ditto, Third District -	- - -	193 13 1	- - -	- - -	7 8 5	- - -	700 2 1
18. Marlborough and Froxfield -	7 2 4	3 18 8	- - -	- - -	13 16 9	- - -	241 9 3
19. Marlborough and Salisbury -	9 19 8	80 17 10	- - -	- - -	14 13 2	- - -	821 10 6
20. Marshfield -	- - -	28 0 0	- - -	- - -	8 11 9	- - -	481 17 8
21. Melksham -	10 9 3	226 4 2	- - -	o 100 0 0	38 7 0	- - -	814 2 11
22. Sarum and Eling, Eling District -	55 4 11	- - -	- - -	- - -	15 0 4	- - -	1,042 13 11
23. Ditto, Lobcombe District -	26 14 7	- - -	- - -	- - -	5 13 3	- - -	197 18 10

a Claims disputed.

b Including 153*l.* 15*s.* to Clifford Trust.c For debts of 315*l.* 18*s.* 4*d.*d For debts of 251*l.* 16*s.* 4*d.*i For debts of 445*l.* 18*s.* 2*d.*k For debts of 200*l.*l For debts of 230*l.*

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
396 10 0	4	-	9 3 6	-	405 13 6	-	-	-	-	110 1 6	110 1 6
1,720 0 0	3	-	-	-	1,720 0 0	-	-	-	-	241 11 6	241 11 6
100 0 0	5	-	5 0 0	-	105 0 0	-	-	-	-	99 12 11	99 12 11
700 0 0	4	-	-	-	700 0 0	-	-	-	128 4 4	73 1 8	73 1 8
2,017 1 10	5	1 11 3	-	-	2,018 13 1	-	-	-	-	10 12 4	138 16 8
722 8 5	3½	0 7 11	127 5 2	-	850 1 6	-	-	-	-	213 18 2	213 18 2
1,528 4 0	5	1 3 9	-	-	1,529 7 9	-	-	1 5 0	-	153 19 2	153 19 2
5,000 0 0	4½	-	1,915 0 2	-	6,915 0 2	-	-	-	-	534 8 3	534 8 3
955 0 0	4 & 5	-	952 19 7	-	1,907 19 7	-	-	-	-	96 17 2	98 2 2
1,350 0 0	2	-	-	-	1,350 0 0	-	-	-	-	151 0 6	151 0 6
3,250 0 0	4	-	68 12 4	-	3,318 12 4	-	-	-	-	103 4 11	103 4 11
2,210 0 0	5	18 16 7	106 14 0	-	2,335 10 7	-	50 0 0	-	-	8 13 1	8 13 1
200 0 0	4½	-	-	-	200 0 0	-	-	-	-	122 0 7	122 0 7
1,809 0 0	4	-	72 7 2	-	1,881 7 2	-	-	-	-	312 8 9	362 8 9
37,732 8 0	-	21 19 6	3,392 3 5	181 16 11	41,328 7 10	307 1 8	50 0 0	1 5 0	176 19 2	73 10 4	73 10 4
1,286 1 8	4	-	7 19 10	-	1,294 1 6	-	-	-	-	1,809 0 0	1,809 0 0
1,066 7 4	3½	-	22 11 10	-	1,088 19 2	-	-	-	-	1,881 7 2	1,881 7 2
750 0 0	3	-	43 0 0	-	793 0 0	-	-	-	520 16 1	354 5 11	354 5 11
2,979 0 0	3	-	-	-	2,979 0 0	-	-	-	-	55 3 11	55 3 11
1,620 0 0	1d	-	-	-	1,620 0 0	-	-	-	-	57 10 4	57 10 4
12,000 18 8	2¾	-	-	-	12,000 18 8	-	-	-	-	597 16 10	597 16 10
2,449 17 0	2¾	-	6 7 2	-	2,456 4 2	-	-	-	-	597 16 10	597 16 10
1,132 10 0	2	-	-	2 0 7	1,134 10 7	-	-	-	-	597 16 10	597 16 10
3,831 8 10	2	-	-	-	3,831 8 10	-	-	-	-	597 16 10	597 16 10
27,116 3 6	-	-	79 18 10	2 0 7	27,198 2 11	-	-	-	520 16 1	1,440 17 0	1,961 13 1
3,562 10 0	4	67 2 6	151 18 0	-	3,781 10 6	26 13 4	-	-	-	5 14 9	32 8 1
1,675 0 0	4 to 5	43 4 7	-	-	43 4 7	-	-	-	-	50 8 1	50 8 1
1,400 0 0	2½	-	-	56 4 10	1,456 4 10	-	-	-	116 3 4	366 13 9	482 17 1
400 0 0	5	44 0 9	8 19 8	-	453 0 5	-	-	-	-	161 1 0	161 1 0
1,450 0 0	2	-	-	-	1,450 0 0	-	-	-	-	238 14 2	238 14 2
300 0 0	3½	81 0 0	-	-	381 0 0	-	-	-	-	832 3 10	832 3 10
483 0 0	2	-	9 13 2	-	492 13 2	-	-	-	-	67 5 3	67 5 3
600 0 0	4½	-	-	-	600 0 0	-	-	-	-	238 1 4	238 1 4
-	-	221 18 5	-	-	221 18 5	-	-	-	-	12 14 3	12 14 3
1,069 1 3	2	-	-	-	1,069 1 3	-	-	-	-	129 0 8	129 0 8
5,900 0 0	3	358 19 8	48 0 0	-	6,306 19 8	-	-	-	-	267 4 7	267 4 7
1,900 0 0	3½	64 8 2	26 19 0	-	1,991 7 2	52 0 0	-	-	-	185 4 0	185 4 0
9,105 7 0	3	143 10 8	204 14 11	-	9,458 12 7	22 1 8	-	-	-	281 3 9	281 3 9
7,560 0 0	2	29 10 4	102 8 0	-	7,691 18 4	145 5 0	-	-	-	88 4 2	140 4 2
100 0 0	4	60 0 0	1 0 0	3 4 1	164 4 1	-	-	-	-	438 1 10	460 3 6
4,390 0 0	2½	50 0 0	41 6 8	-	4,481 6 8	-	-	-	-	96 19 1	242 4 1
700 0 0	4	-	-	-	700 0 0	-	-	-	-	48 6 10	48 6 10
6,358 11 6	3½	15 0 0	-	-	6,373 11 6	-	-	-	-	23 4 0	23 4 0
-	-	-	-	18-13 2	18 13 2	-	-	-	-	26 12 1	26 12 1
-	-	-	-	-	-	-	-	-	-	597 16 10	597 16 10

e Including 50l. at 2 per cent.

f For debts of 440l. 2s. 8d.

g For debts of 141l. 15s.

h For debts of 800l.

m For debts of 170l.

n Including 1,100l. at one penny per cent.

1. NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1867.	Balance due to the Treasurers on 1st Jan. 1867.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF WILTS—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
24. Swindon, Calne, and Cricklade, Third District	10 8 6	- - -	308 0 0	- - -	- - -	1 9 0	4 6 6	- - -
25. Swindon and Christian Malford, or First District	- - -	162 9 0	736 0 0	243 19 7	- - -	- - -	19 1 0	- - -
26. Swindon and Cold Harbour	193 18 9	- - -	371 0 0	- - -	- - -	0 0 6	11 6 0	- - -
27. Swindon, Hungerford, and Marl- borough (united)	5 1 1	- - -	839 0 0	10 0 0	- - -	- - -	- - -	- - -
28. Swindon and Marlborough	117 9 7	- - -	266 10 9	- - -	- - -	- - -	4 0 0	- - -
29. Trowbridge	247 17 2	- - -	1,523 18 11	- - -	- - -	- - -	119 10 4	- - -
30. Warminster	- - -	47 15 7	743 9 0	- - -	- - -	- - -	1 0 0	- - -
31. Westbury	165 12 1	- - -	920 0 0	- - -	- - -	- - -	9 2 0	- - -
32. Wootton Bassett and Marlborough	5 12 1	- - -	269 0 0	45 5 3	- - -	0 0 6	- - -	- - -
£	4,878 0 3	289 3 1	20,839 13 8	696 10 4	- - -	2 16 0	665 16 11	- - -
COUNTY OF WORCESTER.								
1. Birmingham and Bromsgrove	135 12 6	- - -	794 3 4	- - -	- - -	- - -	32 6 8	- - -
2. Birmingham, Redditch, and Per- shire	752 7 1	- - -	1,000 16 8	- - -	- - -	- - -	7 7 7	- - -
3. Broadway and Mickleton	76 10 8	- - -	121 9 7	119 19 10	- - -	- - -	- - -	- - -
4. Doglane Gate	123 15 3	- - -	259 0 0	57 5 0	- - -	- - -	6 0 0	- - -
5. Droitwich Roads	57 13 3	- - -	1,345 10 0	- - -	- - -	- - -	c 90 15 0	- - -
6. Dudley and Brettell Lane, and Pedmore and Rowley (united)	775 1 8	- - -	5,665 0 0	- - -	- - -	- - -	24 2 8	- - -
7. Dudley, Hales Owen, and Broms- grove; Dudley and New Inn; and Dudley and Wolverhampton (united)	295 17 8	- - -	4,569 11 8	- - -	- - -	- - -	- - -	- - -
8. Evesham, First District, Bretforton and Stonebow Divi- sions (united)	177 8 11	- - -	634 8 4	- - -	- - -	- - -	- - -	- - -
9. Ditto, Pershore Division	90 3 8	- - -	449 0 0	- - -	- - -	- - -	- - -	- - -
10. Evesham and Alcester, Evesham District	4 2 3	- - -	152 10 0	- - -	- - -	- - -	- - -	- - -
11. Hundred House, First District	- - -	36 3 1	823 18 8	35 18 4	- - -	- - -	9 5 0	- - -
12. Ditto, Second District	85 9 1	- - -	136 1 8	73 10 0	- - -	- - -	- - -	- - -
13. Inning's Lane	85 2 2	- - -	102 11 8	- - -	- - -	- - -	- - -	- - -
14. Kidderminster	617 6 0	- - -	2,285 0 0	- - -	- - -	1 6 0	39 7 0	- - -
15. Shelsley	- - -	58 11 3	56 16 3	58 11 3	- - -	- - -	- - -	- - -
16. Stourbridge, First District	1,573 0 1	- - -	2,563 3 4	- - -	- - -	- - -	4 2 6	- - -
17. Ditto, Second District	458 18 6	- - -	743 6 8	- - -	- - -	- - -	2 0 0	- - -
18. Tenbury	173 0 9	- - -	450 0 0	- - -	- - -	- - -	0 18 7	- - -
19. Tinker's Gate	134 6 3	- - -	70 0 0	- - -	- - -	- - -	- - -	- - -
20. Upton-upon-Severn	304 8 1	- - -	655 0 0	- - -	- - -	- - -	- - -	- - -
21. Welch Gate	269 14 9	- - -	661 0 0	- - -	- - -	- - -	3 5 0	- - -
22. Worcester: Barbourne Roads	268 15 9	- - -	505 0 0	- - -	- - -	2 19 8	- - -	- - -
23. Ditto, Bransford Roads	- - -	19 1 10	1,005 0 0	- - -	- - -	2 15 9	46 19 10	- - -
24. Ditto, Broadwas Roads	- - -	65 1 10	900 0 0	- - -	- - -	1 3 9	13 16 0	- - -
25. Ditto, Henwick and Martley Roads	- - -	81 5 8	1,445 0 0	- - -	- - -	1 4 0	31 18 1	- - -
26. Ditto, London and Stonebow Roads	342 6 6	- - -	1,025 0 0	- - -	- - -	1 0 3	12 4 6	- - -
27. Ditto, Lowesmoor Roads	55 10 5	- - -	440 0 0	- - -	- - -	0 3 0	28 15 6	- - -
28. Ditto, Powick Roads	335 9 11	- - -	1,565 0 0	- - -	- - -	0 3 6	36 7 2	- - -
29. Ditto, Upton Roads	28 9 9	- - -	525 0 0	- - -	- - -	0 5 0	- - -	- - -
£	7,220 10 11	260 3 8	30,948 7 10	345 4 5	- - -	11 0 11	389 11 1	- - -
COUNTY OF YORK.								
1. Balby to Worksop	260 4 2	- - -	572 0 0	99 19 7	- - -	- - -	0 5 5	- - -
2. Barnsdale and Leeds, and Branch-	653 7 9	- - -	1,419 8 6	- - -	- - -	- - -	14 13 0	- - -
3. Barnsley and Grange Moor	674 0 9	- - -	293 0 0	- - -	- - -	- - -	23 13 1	- - -
4. Barnsley and Pontefract	815 13 6	- - -	652 0 0	- - -	- - -	- - -	16 12 9	- - -
5. Barnsley and Shepley Lane Head	318 5 5	- - -	208 0 0	- - -	- - -	- - -	5 14 0	- - -
6. Bawtry and Selby	445 14 11	- - -	500 0 0	- - -	- - -	- - -	- - -	- - -
7. Bawtry and Tinsley	163 16 1	- - -	726 0 0	- - -	- - -	- - -	- - -	- - -
8. Beverley, Hessle, and North Cave	- - -	4 8 1	535 0 0	137 0 0	84 18 0	- - -	- - -	- - -
9. Beverley and Kexby Bridge, and Beverley, Molescroft, &c. (united)	17 1 1	- - -	1,325 0 0	355 19 4	- - -	1 5 0	26 0 0	- - -
10. Birstal and Huddersfield	- - -	462 14 1	1,400 0 0	- - -	- - -	- - -	8 10 0	- - -
11. Boroughbridge to Catterick and Piersebridge	- - -	27 3 1	683 6 4	- - -	- - -	- - -	1 0 0	- - -

a Including materials, &c.

b Contract work.

c Including 40% from town of Droitwich.

EXPENDITURE.

10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
24. 313 15 6	a 80 0 0	- - -	- - -	- - -	- - -	16 9 9	- - -	15 0 0	16 0 0
25. 999 0 7	237 19 7	108 16 8	94 1 1	- - -	12 17 9	55 16 6	- - -	29 10 0	40 10 0
26. 382 6 6	89 7 1	73 16 10	101 9 4	- - -	- - -	27 11 9	- - -	15 0 0	20 0 0
27. 849 0 0	174 3 6	136 18 2	167 1 3	- - -	26 13 0	44 8 6	10 0 0	50 0 0	25 0 0
28. 270 10 9	94 3 9	81 5 3	27 12 5	- - -	19 10 0	12 0 3	- - -	16 0 0	15 0 0
29. 1,643 9 3	501 15 0	311 1 10	380 16 4	- - -	34 5 0	126 0 7	- - -	60 0 0	150 0 0
30. 744 9 0	b 490 0 0	- - -	- - -	- - -	- - -	32 19 7	30 0 0	30 0 0	40 0 0
31. 929 2 0	a 672 12 4	- - -	- - -	- - -	- - -	60 2 2	- - -	25 0 0	60 0 0
32. 314 5 9	127 7 2	45 10 4	63 16 9	- - -	1 13 9	15 19 8	- - -	20 0 0	20 0 0
22,204 16 11	8,407 5 6	2,480 9 6	2,744 5 3	- - -	221 13 3	1,188 18 8	196 9 0	770 14 0	1,541 10 0
1. 826 10 0	171 6 0	84 5 0	141 11 8	67 0 0	- - -	60 15 2	- - -	31 10 0	80 0 0
2. 1,008 4 3	203 14 0	79 5 0	74 13 0	- - -	- - -	36 5 1	- - -	30 0 0	70 0 0
3. 241 9 5	33 1 4	62 6 8	18 3 4	- - -	6 8 6	1 4 6	3 0 0	5 0 0	1 1 0
4. 322 5 0	114 9 11	38 14 11	2 5 0	- - -	- - -	11 0 9	- - -	6 0 0	30 0 0
5. 1,436 5 0	326 19 10	63 1 3	196 16 11	- - -	12 0 0	50 2 2	- - -	d 52 10 0	d 82 10 0
6. 5,689 2 8	1,998 18 5	711 10 7	1,345 8 8	75 13 0	- - -	434 0 2	30 0 0	105 0 0	223 15 0
7. 4,569 11 8	1,263 4 7	518 5 9	831 5 9	163 10 0	- - -	366 1 0	30 0 0	105 0 0	266 5 0
8. 634 8 4	204 2 0	62 9 3	59 6 3	- - -	- - -	21 12 7	- - -	12 12 0	40 0 0
9. 449 0 0	167 18 4	68 6 4	101 7 7	- - -	6 0 8	25 11 0	15 15 0	15 15 0	32 0 0
10. 152 10 0	86 16 0	7 19 9	10 18 4	- - -	0 10 8	5 7 9	- - -	16 0 0	15 0 0
11. 869 2 0	378 9 2	171 3 4	2 11 0	- - -	- - -	26 12 2	- - -	23 0 0	90 0 0
12. 209 11 8	42 6 5	11 18 8	1 7 6	- - -	- - -	0 19 0	- - -	3 0 0	- - -
13. 102 11 8	24 14 0	5 8 9	10 15 2	- - -	- - -	6 2 0	- - -	5 0 0	10 0 0
14. 2,325 13 0	1,040 15 5	225 14 4	205 15 2	88 14 0	11 4 0	208 3 8	- - -	60 0 0	250 0 0
15. 115 7 6	29 13 3	15 18 0	36 10 8	- - -	- - -	3 3 3	- - -	- - -	5 0 0
16. 2,567 5 10	b 1,651 0 10	- - -	- - -	- - -	- - -	329 3 11	- - -	82 10 0	125 0 0
17. 745 6 8	b 613 7 0	- - -	- - -	- - -	- - -	187 7 4	- - -	32 10 0	50 0 0
18. 450 18 7	277 8 5	130 8 3	- - -	- - -	7 16 6	35 2 4	- - -	18 0 0	50 0 0
19. 70 0 0	46 10 0	- - -	- - -	- - -	- - -	2 4 0	- - -	3 0 0	- - -
20. 655 0 0	169 16 3	72 0 10	116 13 0	- - -	16 15 5	94 11 9	- - -	15 15 0	35 0 0
21. 664 5 0	202 1 4	170 6 4	- - -	- - -	- - -	28 11 3	- - -	18 0 0	45 0 0
22. 507 19 8	113 2 4	60 14 11	89 8 1	- - -	- - -	23 16 8	- - -	7 2 8	21 17 11
23. 1,054 15 7	271 4 1	165 5 3	462 16 4	- - -	42 16 0	88 8 1	- - -	14 4 0	40 18 4
24. 914 19 9	287 12 4	136 3 8	378 7 1	- - -	19 6 6	28 7 3	- - -	12 14 0	38 19 7
25. 1,478 2 1	330 18 3	290 3 6	504 12 1	- - -	3 0 0	57 1 3	- - -	20 13 4	58 19 3
26. 1,038 4 9	301 5 2	154 4 10	243 17 6	- - -	16 13 10	98 8 9	- - -	14 10 0	44 7 10
27. 468 18 6	121 2 5	45 16 11	87 15 8	- - -	8 7 1	62 15 6	- - -	6 4 0	19 1 1
28. 1,601 10 8	368 19 3	210 15 3	717 3 9	- - -	- - -	104 10 10	- - -	22 3 4	68 0 11
29. 525 5 0	199 9 1	145 3 9	102 7 11	- - -	6 1 9	56 16 6	- - -	7 8 8	22 15 1
31,694 4 3	11,040 5 5	3,707 11 1	5,741 17 5	394 17 0	157 0 11	2,454 5 8	78 15 0	745 2 0	1,815 11 0
1. 672 5 0	154 0 4	53 6 2	78 2 0	- - -	5 13 6	4 11 7	- - -	33 9 6	30 0 0
2. 1,434 1 6	- - -	- - -	- - -	- - -	- - -	41 7 6	6 0 0	15 0 0	50 0 0
3. 316 13 1	- - -	- - -	- - -	- - -	- - -	75 18 4	- - -	20 0 0	- - -
4. 668 12 9	e 82 2 11	- - -	- - -	- - -	- - -	6 19 6	- - -	25 0 0	- - -
5. 213 14 0	- - -	- - -	- - -	- - -	- - -	10 8 5	- - -	32 19 0	5 0 0
6. 500 0 0	e 130 2 11	- - -	- - -	- - -	- - -	4 9 8	- - -	39 7 4	- - -
7. 726 0 0	163 0 6	110 2 6	64 14 10	- - -	3 3 6	5 4 8	- - -	29 7 10	30 0 0
8. 756 18 0	140 3 6	24 15 4	237 6 10	- - -	- - -	23 3 8	- - -	10 0 0	50 0 0
9. 1,708 4 4	451 6 2	189 17 8	729 13 8	- - -	- - -	68 0 8	- - -	20 0 0	63 6 8
10. 1,408 10 0	464 18 9	457 18 11	369 7 6	- - -	3 3 0	3 8 1	- - -	30 0 0	85 0 0
11. 684 6 4	331 1 2	84 11 2	13 18 6	- - -	- - -	23 13 6	15 0 0	30 0 0	95 0 0

d For 1½ year.

e Allowance to townships.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF WILTS—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
24. Swindon, Calne, and Cricklade, Third District	118 18 0	56 15 0	- - -	- - -	9 3 6	- - -	312 6 3
25. Swindon and Christian Malford, or First District	2 7 6	81 7 7	- - -	- - -	3 13 4	- - -	667 0 0
26. Swindon and Cold Harbour	- - -	33 16 5	- - -	- - -	0 15 0	- - -	361 16 5
27. Swindon, Hungerford, and Marl- borough (united)	- - -	60 8 0	- - -	a 100 0 0	14 2 5	- - -	808 14 10
28. Swindon and Marlborough	- - -	24 8 3	- - -	- - -	0 10 0	- - -	290 9 11
29. Trowbridge	- - -	22 9 0	17 2 4	- - -	48 1 9	- - -	1,651 11 10
30. Warminster	- - -	- - -	54 13 11	- - -	72 4 7	- - -	749 18 1
31. Westbury	- - -	37 10 0	- - -	b 90 0 0	30 19 6	- - -	976 4 0
32. Wootton Bassett and Marlborough	0 12 0	11 12 6	- - -	- - -	1 0 0	- - -	307 12 2
£	421 9 3	1,736 0 9	119 2 0	1,340 10 0	692 14 3	- - -	21,861 1 5
COUNTY OF WORCESTER.							
1. Birmingham and Bromsgrove	15 17 0	5 15 10	- - -	84 0 0	31 9 0	- - -	773 9 8
2. Birmingham, Redditch, and Per- shire	2 9 5	201 8 0	- - -	c 451 0 0	46 4 6	- - -	1,194 19 0
3. Broadway and Mickleton	d 30 0 0	28 0 8	- - -	100 0 0	1 0 0	- - -	289 6 0
4. Doglane Gate	6 16 0	22 13 11	- - -	- - -	10 9 0	- - -	242 9 6
5. Droitwich Roads	7 7 0	123 15 8	37 3 0	400 0 0	17 0 0	- - -	1,369 5 10
6. Dudley and Brettell Lane, and Pedmore and Rowley (united)	47 14 8	- - -	- - -	- - -	e 1,478 3 4	- - -	6,450 3 10
7. Dudley, Hales Owen, and Broms- grove; Dudley and New Inn; and Dudley and Wolverhampton (united)	30 16 11	47 14 3	20 2 4	b 99 0 0	f 611 18 10	- - -	4,853 4 5
8. Evesham, First District, Bretforton and Stonebow Divi- sions (united)	25 12 0	38 13 0	- - -	300 0 0	49 9 6	- - -	813 16 7
9. Ditto, Pershore Division	- - -	- - -	- - -	- - -	47 11 6	- - -	480 5 5
10. Evesham and Alcester, Evesham District	- - -	14 15 0	- - -	- - -	4 11 0	- - -	161 18 6
11. Hundred House, First District	1 14 6	29 6 6	- - -	- - -	25 4 3	- - -	748 0 11
12. Ditto, Second District	5 13 5	- - -	- - -	97 18 0	7 13 6	- - -	170 16 6
13. Inning's Lane	1 0 0	4 18 4	- - -	50 0 0	10 10 0	- - -	128 8 3
14. Kidderminster	12 6 5	54 1 8	757 2 8	- - -	60 10 2	- - -	2,974 7 6
15. Shelsley	1 0 0	12 0 0	- - -	- - -	6 7 0	- - -	109 12 2
16. Stourbridge, First District	- - -	91 0 8	23 19 6	180 0 0	51 18 4	- - -	2,534 13 3
17. Ditto, Second District	- - -	9 13 6	24 2 8	- - -	13 0 6	- - -	930 1 0
18. Tenbury	- - -	8 0 0	- - -	- - -	8 5 4	- - -	535 0 10
19. Tinker's Gate	0 13 4	6 1 0	- - -	- - -	1 6 6	- - -	59 14 10
20. Upton-upon-Severn	10 5 10	29 11 3	120 10 0	- - -	43 14 11	- - -	729 14 3
21. Welch Gate	1 3 6	41 2 11	- - -	- - -	14 14 2	- - -	520 19 6
22. Worcester: Barbourne Roads	0 4 0	- - -	- - -	- - -	26 9 7	- - -	342 16 2
23. Ditto, Bransford Roads	6 7 8	- - -	52 13 8	- - -	30 17 10	- - -	1,175 11 3
24. Ditto, Broadwas Roads	5 15 3	- - -	- - -	- - -	10 0 5	- - -	917 6 1
25. Ditto, Henwick and Martley Roads	11 2 0	- - -	- - -	- - -	34 7 9	- - -	1,310 17 5
26. Ditto, London and Stonebow Roads	0 10 4	- - -	- - -	- - -	51 17 2	- - -	925 15 5
27. Ditto, Lowesmoor Roads	0 4 1	95 2 8	- - -	- - -	15 19 7	- - -	462 9 0
28. Ditto, Powick Roads	3 10 10	- - -	- - -	- - -	147 10 0	- - -	1,642 14 2
29. Ditto, Upton Roads	0 5 6	- - -	- - -	- - -	28 1 7	- - -	568 9 10
£	228 9 8	863 14 10	1,035 13 10	1,761 18 0	2,891 5 3	- - -	32,916 7 1
COUNTY OF YORK.							
1. Balby to Worksop	26 8 10	86 15 0	- - -	i 105 0 0	k 37 13 8	- - -	615 0 7
2. Barnsdale and Leeds, and Branch-	- - -	244 15 9	- - -	7498 10 0	12 14 0	- - -	868 7 3
3. Barnsley and Grange Moor	- - -	146 12 2	- - -	m 500 0 0	- - -	- - -	742 10 6
4. Barnsley and Pontefract	8 8 8	127 10 2	- - -	531 8 6	16 2 11	- - -	797 12 8
5. Barnsley and Shepley Lane Head	- - -	- - -	- - -	n 150 0 0	14 11 8	- - -	212 19 1
6. Bawtry and Selby	- - -	106 4 5	- - -	p 222 10 0	16 14 9	- - -	519 9 1
7. Bawtry and Tinsley	- - -	152 11 10	- - -	q 199 10 0	38 14 1	- - -	796 9 9
8. Beverley, Hessle, and North Cave	14 5 10	55 18 6	- - -	- - -	8 19 6	84 18 0	649 11 2
9. Beverley and Kexby Bridge, and Beverley, Molescroft, &c. (united)	15 0 0	51 12 6	- - -	100 0 0	26 0 6	- - -	1,714 17 10
10. Birstal and Huddersfield	37 12 3	- - -	- - -	- - -	44 10 3	- - -	1,495 18 5
11. Boroughbridge to Catterick and Piersbridge	- - -	40 7 2	- - -	- - -	10 14 2	- - -	644 5 8

(Continued from page 75.)

a For debts of 106l. b For debts of 100l. c For debts of 600l. d Accepted in discharge of 42l. 6s. 7d. arrears.
g Increased from 4 per cent. h Reduced by omitting 59l. 4s. 4d. debt unclaimed since 1828. i For debts of 150l.
n For debts of 450l. o No interest payable on 2,861l. 16s. 11d.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of In- terest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com- position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
24.	2,750 0 0	2	-	-	-	2,750 0 0	-	-	-	11 17 9	11 17 9
25.	4,255 0 0	2	-	3 10 10	-	4,258 10 10	-	-	-	169 11 7	169 11 7
26.	675 0 0	5	-	-	-	675 0 0	-	-	-	214 8 10	214 8 10
27.	1,087 16 7	5	-	-	-	1,087 16 7	-	-	-	45 6 3	45 6 3
28.	487 10 0	5	-	-	-	487 10 0	14 4 6	-	-	97 10 5	111 14 11
29.	571 0 0	4	180 0 0	-	-	751 0 0	-	-	-	239 14 7	239 14 7
30.	-	-	95 3 4	-	53 4 8	148 8 0	-	-	-	-	-
31.	1,150 0 0	3	-	-	-	1,150 0 0	-	-	-	118 10 1	118 10 1
32.	1,750 0 0	1	-	5 18 0	-	1,755 18 0	-	-	-	12 5 8	12 5 8
	59,679 16 4	-	1,458 18 5	604 8 3	131 6 9	61,874 9 9	260 4 6	-	116 3 4	5,063 19 5	5,440 7 3
1.	308 0 0	4	-	18 9 6	-	326 9 6	72 10 0	-	4 0 0	188 12 10	265 2 10
2.	4,375 0 0	4	-	298 10 8	-	4,673 10 8	83 15 0	-	-	565 12 4	649 7 4
3.	871 7 11	3 & 3½	-	-	-	871 7 11	-	-	-	28 14 1	28 14 1
4.	845 0 0	3	-	10 18 4	-	855 18 4	-	-	-	203 10 9	203 10 9
5.	2,950 0 0	3½	-	58 5 8	-	3,008 5 8	-	-	-	124 12 5	124 12 5
6.	1,390 0 0	3	593 5 10	2,061 14 0	-	4,044 19 10	-	-	-	14 0 6	14 0 6
7.	2,325 18 0	2	506 6 8	45 11 1	-	2,877 15 9	34 3 4	-	-	512 4 11	546 8 3
8.	1,575 0 0	4	-	56 16 0	1 19 4	1,633 15 4	-	-	-	-	-
9.	-	-	-	-	-	-	-	-	-	58 18 3	58 18 3
10.	300 0 0	5	-	-	5 6 3	305 6 3	61 0 0	-	5 0 0	-	66 0 0
11.	2,080 0 0	3	-	137 14 0	-	2,217 14 0	104 3 6	-	35 18 0	84 18 0	250 9 6
12.	1,719 5 6	None	-	-	-	1,719 5 6	21 15 2	-	-	124 4 3	145 19 5
13.	50 0 0	5	-	-	-	50 0 0	-	-	-	59 5 7	59 5 7
14.	1,100 0 0	g 5	132 10 4	-	31 8 6	1,263 18 10	-	-	6 7 6	-	6 7 6
15.	300 0 0	4	-	-	52 15 11	352 15 11	-	-	-	-	-
16.	2,249 0 0	5	-	76 11 3	-	2,325 11 3	-	-	-	1,605 12 8	1,605 12 8
17.	h 196 16 0	5	-	-	-	196 16 0	-	-	-	274 4 2	274 4 2
18.	200 0 0	4	-	-	-	200 0 0	-	-	8 0 0	88 18 6	96 18 6
19.	200 0 0	3	-	-	-	200 0 0	-	-	-	144 11 5	144 11 5
20.	350 0 0	4	21 14 3	13 14 2	-	385 8 5	-	-	-	229 13 10	229 13 10
21.	1,316 13 4	3½	-	79 13 6	-	1,396 6 10	55 1 8	-	-	413 0 3	468 1 11
22.	-	-	2 17 5	-	-	2 17 5	-	-	-	433 19 3	433 19 3
23.	-	-	8 10 5	-	139 17 6	148 7 11	-	-	7 10 0	-	7 10 0
24.	-	-	5 1 3	-	67 8 2	72 9 5	-	-	-	-	-
25.	-	-	8 4 2	-	-	8 4 2	-	-	3 0 0	85 19 0	88 19 0
26.	-	-	5 16 7	-	-	5 16 7	-	-	-	454 15 10	454 15 10
27.	2,150 0 0	4½	2 9 2	-	-	2,152 9 2	-	-	10 0 0	61 19 11	71 19 11
28.	-	-	18 0 6	-	-	18 0 6	-	-	-	294 6 5	294 6 5
29.	-	-	2 19 7	-	14 15 1	17 14 8	-	-	-	-	-
	26,852 0 9	-	1,307 16 2	2,857 18 2	313 10 9	31,331 5 10	432 8 8	-	79 15 6	6,051 15 2	6,589 9 4
1.	3,029 0 0	3	36 0 9	150 1 7	-	3,215 2 4	-	-	-	317 8 7	317 8 7
2.	8,268 1 11	3½	-	16 11 10	-	8,284 13 9	-	-	-	1,219 2 0	1,219 2 0
3.	3,000 0 0	2½	-	-	-	3,000 0 0	-	-	-	248 3 4	248 3 4
4.	1,486 11 10	5	88 9 2	-	-	1,575 1 0	-	-	-	686 13 7	686 13 7
5.	5,016 9 0	1d.	116 7 3	-	-	5,132 16 3	-	-	-	319 0 4	319 0 4
6.	4,206 16 0	2½	-	109 3 6	-	4,315 19 6	-	-	-	426 5 10	426 5 10
7.	2,953 14 0	4½	38 16 9	-	-	2,992 10 9	-	-	-	93 6 4	93 6 4
8.	2,275 0 0	2½	-	-	-	2,275 0 0	-	-	-	102 18 9	102 18 9
9.	1,700 0 0	3	-	-	-	1,700 0 0	-	-	-	10 7 7	10 7 7
10.	-	-	-	-	550 2 10	550 2 10	-	-	-	-	-
11.	800 0 0	3½	-	-	-	800 0 0	-	-	-	12 17 7	12 17 7

e Including 1,228l. 11s. 10d. for lighting and watering.

h Including 20l. to Tinsley and Doncaster Road.

p For debts of 375l.

f Including 415l. 9s. 4d. for lighting and watering.

l For debts of 517l. 1s. 2d.

m For debts of 700l.

q For debts of 200l.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.				
	Balance	Balance	Balance	Balance	4.	5.	6.	7.	8.
	in Treasurers' Hands on 1st Jan. 1867.	due to the Treasurers on 1st Jan. 1867.	in Treasurers' Hands on 1st Jan. 1867.	due to the Treasurers on 1st Jan. 1867.	Revenue received from Tolls.	Parish Composition in lieu of Statute Duty.	Estimated Value of Statute Duty performed.	Revenue from Fines.	Revenue from Incidental Receipts.
COUNTY OF YORK—cont.									
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12. Boroughbridge and Durham (part)	266 14 0	- - -	- - -	- - -	613 6 8	- - -	- - -	1 6 0	0 6 0
13. Bradford and Huddersfield	3,381 13 2	- - -	- - -	- - -	1,850 0 0	- - -	- - -	- - -	51 18 8
14. Bradford and Wakefield	80 3 8	- - -	- - -	- - -	2,000 0 0	- - -	- - -	- - -	8 7 2
15. Brampton and Hooton Roberts	912 2 8	- - -	- - -	- - -	455 4 0	- - -	- - -	- - -	17 18 0
16. Brongh	178 4 0	- - -	- - -	- - -	202 10 0	- - -	- - -	- - -	- - -
17. Collingham and York	43 13 11	- - -	- - -	- - -	240 0 0	- - -	- - -	- - -	1 14 4
18. Colne and Broughton	307 16 6	- - -	- - -	- - -	247 3 8	- - -	- - -	- - -	4 16 0
19. Dewsbury and Ealand	95 3 4	- - -	- - -	- - -	1,795 0 0	- - -	- - -	- - -	2 10 2
20. Dewsbury and Leeds	54 13 10	- - -	- - -	- - -	1,127 10 0	- - -	- - -	- - -	5 14 1
21. Doncaster to Bawtry	109 8 10	- - -	- - -	- - -	335 10 0	- - -	- - -	- - -	- - -
22. Doncaster and Salter's Brook	766 10 3	- - -	- - -	- - -	825 0 0	- - -	- - -	- - -	5 16 11
23. Doncaster and Selby	- - -	- - -	- - -	- - -	350 0 0	- - -	- - -	- - -	- - -
24. Doncaster and Tadcaster	447 10 6	- - -	- - -	- - -	726 16 0	581 12 4	- - -	0 2 6	31 18 2
25. Doncaster and Thorne	114 19 2	- - -	- - -	- - -	600 13 4	- - -	- - -	- - -	1 10 0
26. Dudley Hill, Killinghall, and Harrogate	57 19 4	- - -	- - -	- - -	898 6 8	- - -	- - -	- - -	2 15 1
27. Dunford District	138 10 3	- - -	- - -	- - -	185 0 0	28 0 0	- - -	- - -	30 8 1
28. Elland and Brighouse	452 4 11	- - -	- - -	- - -	649 16 11	- - -	- - -	- - -	- - -
29. Elland and Saddleworth	406 6 4	- - -	- - -	- - -	405 0 0	- - -	- - -	- - -	4 15 7
30. Ferrybridge and Boroughbridge	37 13 0	- - -	- - -	- - -	585 0 0	425 1 8	- - -	- - -	74 11 8
31. Gisburne and Long Preston	469 1 6	- - -	- - -	- - -	630 0 0	- - -	- - -	- - -	7 5 6
32. Godley Lane	164 19 9	- - -	- - -	- - -	713 0 0	- - -	- - -	- - -	74 11 7
33. Gomersal and Dewsbury <i>h</i>	802 15 7	- - -	- - -	- - -	1,344 6 8	- - -	- - -	- - -	135 15 11
34. Greenfield and Shepley Lane Head	366 4 1	- - -	- - -	- - -	458 0 0	- - -	- - -	- - -	2 17 0
Halifax and Sheffield:—									
35. Halifax to Huddersfield <i>h</i>	459 9 1	- - -	- - -	- - -	1,053 2 9	- - -	- - -	- - -	486 15 2
36. Huddersfield to Penistone	178 4 5	- - -	- - -	- - -	1,002 0 0	- - -	- - -	3 3 9	160 0 0
37. Third District	1,319 9 5	- - -	- - -	- - -	792 0 0	- - -	- - -	- - -	47 12 10
38. Harrogate and Boroughbridge	442 15 2	- - -	- - -	- - -	480 0 0	50 0 0	- - -	0 9 0	0 8 4
39. Harrogate and Hewick, and Ripon and Pateley Bridge (united)	- - -	205 11 9	- - -	- - -	1,333 6 2	- - -	- - -	- - -	2 18 0
40. Hedon and Hull	- - -	330 6 1	- - -	- - -	478 2 8	393 11 0	108 19 0	- - -	- - -
41. Hedon and Patrington	266 10 0	- - -	- - -	- - -	406 0 0	190 9 0	- - -	- - -	- - -
42. Holme Lane End and Heckmond-wike	300 14 2	- - -	- - -	- - -	620 10 0	- - -	- - -	- - -	3 15 9
43. Holmfirth District	95 19 6	- - -	- - -	- - -	124 0 0	- - -	- - -	- - -	3 14 0
44. Huddersfield and New Hey	398 0 11	- - -	- - -	- - -	1,150 3 4	- - -	- - -	- - -	8 17 5
45. Huddersfield and Woodhead	- - -	171 16 4	- - -	- - -	2,270 0 0	- - -	- - -	- - -	22 7 0
46. Hull and Beverley	- - -	496 13 5	- - -	- - -	1,145 0 0	- - -	- - -	- - -	- - -
47. Hull and Hedon New	287 16 9	- - -	- - -	- - -	470 0 0	- - -	- - -	- - -	- - -
48. Hull, Hesse, and Ferriby	305 17 3	- - -	- - -	- - -	480 3 4	155 2 7	- - -	- - -	6 7 2
49. Hull and Kirk Ella	756 7 4	- - -	- - -	- - -	495 19 2	117 4 6	- - -	- - -	- - -
50. Keighley and Bradford	370 4 4	- - -	- - -	- - -	1,896 5 0	- - -	- - -	- - -	26 8 3
51. Keighley and Halifax <i>h</i>	429 11 0	- - -	- - -	- - -	1,155 0 0	- - -	- - -	- - -	336 14 6
52. Keighley and Kendal, Yorkshire District	911 2 1	- - -	- - -	- - -	1,370 0 0	- - -	- - -	0 10 0	69 6 0
53. Kirkstall, Otley, and Shipley	- - -	13 4 4	- - -	- - -	2,585 0 0	- - -	- - -	- - -	15 9 7
54. Knarborough and Greenhamerton	103 4 2	- - -	- - -	- - -	124 0 0	- - -	- - -	- - -	- - -
55. Knarborough and Pateley Bridge	137 18 5	- - -	- - -	- - -	233 0 0	- - -	- - -	- - -	- - -
56. Leeds and Birstal	470 2 5	- - -	- - -	- - -	922 18 0	- - -	- - -	- - -	5 11 9
57. Leeds and Collingham	405 0 9	- - -	- - -	- - -	455 0 0	- - -	- - -	0 10 0	6 0 8
58. Leeds and Elland	433 14 5	- - -	- - -	- - -	2,760 0 0	- - -	- - -	- - -	1 4 0
59. Leeds and Harrogate	- - -	458 15 0	- - -	- - -	945 0 0	- - -	- - -	- - -	cc1,865 10 6
60. Leeds and Homefield Lane End <i>dd</i>	363 9 10	- - -	- - -	- - -	195 16 8	- - -	- - -	- - -	ee16,511 14 3
61. Leeds and Otley	770 16 3	- - -	- - -	- - -	702 2 11	- - -	- - -	- - -	ff4,602 16 10
62. Leeds and Wakefield	892 7 9	- - -	- - -	- - -	1,567 1 9	323 8 8	- - -	- - -	23 1 6
63. Leeds and Whitehall	989 13 2	- - -	- - -	- - -	2,979 3 4	- - -	- - -	- - -	10 13 5
64. Lees and Hebden Bridge	155 12 1	- - -	- - -	- - -	233 0 0	- - -	- - -	- - -	- - -
65. Lockwood and Meltham	479 19 2	- - -	- - -	- - -	950 13 4	152 19 11	- - -	- - -	20 11 10
66. Malton and Pickering	246 14 10	- - -	- - -	- - -	258 15 0	- - -	- - -	- - -	- - -
67. Middleton-Tyas Lane End to Greta Bridge and Bowes	52 15 0	- - -	- - -	- - -	166 0 0	- - -	- - -	- - -	11 18 0
68. Mytholmroyd and Blackstone Edge	160 5 3	- - -	- - -	- - -	222 18 4	- - -	- - -	- - -	- - -
69. New Mill District	171 7 10	- - -	- - -	- - -	562 0 0	- - -	- - -	- - -	3 5 2
70. Otley and Skipton	374 11 0	- - -	- - -	- - -	738 0 0	- - -	- - -	- - -	32 12 7
71. Red House and Crofton	385 7 8	- - -	- - -	- - -	558 16 1	- - -	- - -	1 5 0	- - -
72. Reeth and Tanhill <i>h</i>	37 9 10	- - -	- - -	- - -	38 5 0	- - -	- - -	- - -	hh 20 0 0
Richmond and Lancaster:—									
73. Eastern District	172 15 9	- - -	- - -	- - -	301 0 0	- - -	- - -	- - -	- - -
74. Western District <i>h</i>	240 6 5	- - -	- - -	- - -	120 0 0	- - -	- - -	- - -	hh 88 14 10
75. Richmond to Lucy Cross, and Gilling to Gatherley Moor	61 3 7	- - -	- - -	- - -	151 12 0	- - -	- - -	- - -	- - -
76. Richmond and Reeth	31 13 10	- - -	- - -	- - -	570 0 0	2 7 0	- - -	0 6 0	0 13 9
77. Rochdale to Halifax and Elland	1,199 0 11	- - -	- - -	- - -	3,556 2 7	- - -	- - -	1 18 3	29 16 2
78. Rotherham and Barnby Moor	524 1 4	- - -	- - -	- - -	750 0 0	- - -	- - -	- - -	8 11 0
79. Rotherham and Pleasley	275 14 1	- - -	- - -	- - -	336 10 0	- - -	- - -	- - -	6 1 0

a Allowed to townships.*b* Including materials, &c.*c* To receiver for mortgagee.*d* Including contract work.*h* Including 66*l*. 13*s*. 4*d*. from Wakefield and Halifax Road.*i* Paid to township.*k* The Local Act was repealed on 1st October 1867.*n* Including proceeds of sale of Trust property.*o* Including 546*l*. 19*s*. 11*d*. paid over to parishes on the Trust ceasing.*p* Including gratuities.*u* Including proceeds of sale of Trust property.*x* Including 235*l*. 7*s*. balance paid to the townships on the Trust ceasing.*cc* Including 1,800*l*. from Leeds Corporation.*dd* Tolls abolished 28th February 1867, under the "Leeds Improvement Act, 1866."*hh* Proceeds of sale of Trust property.*ii* Including 8*l*. 8*s*. 6*d*. balance paid to parishes on the Trust ceasing.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
614 18 8	254 12 3	101 5 9	92 19 1	-	2 0 0	35 13 11	-	50 0 0	100 0 0
1,901 18 8	<i>a</i> 527 12 6	-	-	-	-	22 0 0	-	30 0 0	21 0 0
2,008 7 2	592 13 7	612 16 8	645 16 6	-	-	167 13 11	-	30 0 0	167 19 10
473 2 0	10 0 0	-	-	-	-	-	2 13 3	25 0 0	-
202 10 0	-	-	-	-	-	9 15 8	-	3 3 0	-
241 14 4	113 6 6	-	32 15 6	-	-	4 18 3	-	20 0 0	25 0 0
251 19 8	<i>b</i> 22 9 8	-	-	-	-	1 12 8	-	10 0 0	7 0 0
1,797 10 2	328 3 11	438 16 1	546 19 3	-	-	31 6 10	5 0 0	20 0 0	52 0 0
1,133 4 1	-	-	-	-	-	1 12 6	-	<i>c</i> 31 5 0	-
335 10 0	<i>d</i> 171 4 11	18 6 0	24 12 0	-	6 2 0	68 10 2	-	35 0 0	30 0 0
830 16 11	<i>e</i> 595 14 4	-	-	-	-	123 0 2	-	50 0 0	33 15 0
350 0 0	-	-	-	-	-	-	-	-	-
1,340 9 0	390 17 6	116 0 8	280 18 2	-	-	42 13 3	-	20 0 0	100 0 0
602 3 4	142 17 9	145 12 7	100 7 2	-	-	6 15 6	-	33 17 6	30 0 0
901 1 9	-	-	180 18 6	-	-	87 1 8	-	-	21 0 0
243 8 1	66 13 4	33 6 8	-	-	-	4 13 0	-	10 0 0	5 0 0
649 16 11	13 5 11	-	-	-	-	7 3 3	-	20 0 0	15 0 0
409 15 7	-	-	-	-	-	-	-	12 0 0	-
1,084 13 4	411 6 9	117 18 10	83 8 2	-	0 15 9	54 18 6	5 0 0	20 0 0	70 0 0
637 5 6	-	-	-	-	-	18 4 3	<i>g</i> 5 0 0	10 0 0	20 0 0
787 11 7	<i>i</i> 216 13 4	-	-	-	-	9 16 4	5 5 0	20 0 0	-
1,480 2 7	<i>m</i> 799 5 10	-	-	-	-	11 11 1	-	45 0 0	30 0 0
460 17 0	-	-	-	-	-	-	-	20 0 0	10 0 0
1,539 17 11	<i>o</i> 636 0 5	-	-	-	-	23 17 0	-	<i>p</i> 80 0 0	<i>p</i> 125 0 0
1,165 3 9	-	-	<i>q</i> 261 13 8	2 2 6	-	39 12 2	-	15 15 0	35 0 0
839 12 10	<i>r</i> -	-	-	262 10 0	-	68 12 6	4 10 1	50 0 0	25 0 0
530 17 4	185 15 8	104 9 9	105 19 1	-	-	16 2 10	10 0 0	8 0 0	35 0 0
1,336 4 2	588 11 4	127 13 10	39 3 10	-	2 0 0	72 0 9	-	35 0 0	120 0 0
980 12 8	266 5 7	30 7 9	532 12 10	-	-	17 12 8	-	10 0 0	20 0 0
596 9 0	79 11 3	78 16 11	124 0 9	-	-	7 7 3	-	10 0 0	47 13 4
624 5 9	104 10 10	90 6 3	126 10 0	-	-	8 2 5	-	20 0 0	<i>s</i> 15 0 0
127 14 0	-	-	-	-	-	4 7 0	-	10 0 0	5 0 0
1,159 0 9	-	-	-	-	-	57 11 2	-	21 0 0	-
2,292 7 0	663 11 0	495 1 8	270 8 10	-	3 5 3	40 11 8	-	20 0 0	85 0 0
1,145 0 0	257 1 3	92 18 6	379 18 7	-	-	48 11 0	-	10 0 0	<i>t</i> 94 13 2
470 0 0	75 18 6	-	-	-	-	29 8 5	-	10 0 0	20 0 0
641 13 1	115 14 8	23 14 5	162 16 11	-	-	29 13 6	-	10 0 0	4 17 10
613 3 8	112 5 2	47 17 4	258 15 1	-	-	97 4 11	-	10 0 0	18 15 0
1,922 13 3	<i>d</i> 657 10 8	265 10 6	771 2 10	-	-	37 19 5	-	10 10 0	107 9 8
1,491 14 6	<i>x</i> 340 1 4	219 4 4	585 6 11	-	9 14 6	3 10 10	-	10 10 0	<i>y</i> 110 0 0
1,439 16 0	19 7 11	3 5 0	-	-	-	5 6 7	4 0 0	16 0 0	16 0 0
2,600 9 7	-	-	412 0 0	-	-	67 5 5	-	-	19 7 9
124 0 0	0 5 0	-	-	-	-	1 19 0	-	8 0 0	15 0 0
233 0 0	<i>z</i> 42 8 6	-	-	-	-	1 10 8	-	10 10 0	25 0 0
928 9 9	<i>aa</i> 302 14 0	-	-	-	-	16 4 0	-	26 14 3	15 0 0
461 10 8	110 2 2	77 2 3	25 0 0	-	6 3 0	9 13 3	-	21 0 0	25 0 0
2,761 4 0	<i>bb</i> 2,000 0 0	-	-	-	-	63 7 1	-	36 0 9	<i>s</i> 50 0 0
2,810 10 6	307 7 9	264 0 10	59 6 10	-	7 15 0	37 13 2	-	30 0 0	52 13 8
16,707 10 11	-	-	-	-	-	6 11 0	-	20 0 0	5 0 0
5,304 19 9	219 6 2	97 6 0	64 9 0	-	-	111 4 2	-	36 9 2	47 0 0
1,913 11 11	528 6 9	169 7 6	514 12 9	-	-	124 4 4	-	40 0 0	100 0 0
2,989 16 9	<i>z</i> 798 13 5	-	-	-	-	198 18 11	-	30 0 0	35 0 0
233 0 0	-	-	-	-	-	1 2 7	5 0 0	7 10 0	2 2 0
1,124 5 1	276 11 5	263 15 2	158 4 0	-	4 6 6	68 12 7	-	25 0 0	30 0 0
258 15 0	<i>gg</i> 276 0 0	-	-	-	-	10 9 9	-	12 12 0	-
177 18 0	62 5 4	20 5 11	1 0 2	-	-	4 7 8	15 0 0	-	35 12 8
222 18 4	<i>aa</i> 60 0 0	-	-	-	-	6 19 3	5 0 0	5 0 0	5 0 0
565 5 2	-	-	-	-	-	20 6 1	-	15 15 0	-
770 12 7	<i>z</i> 101 15 10	-	-	-	-	17 15 2	10 10 0	21 0 0	10 0 0
560 1 1	97 15 3	84 17 3	66 14 10	-	-	15 15 8	-	20 0 0	50 0 0
58 5 0	<i>ii</i> 24 2 0	0 7 6	-	-	-	0 2 0	-	-	-
301 0 0	<i>aa</i> 94 0 2	-	-	10 0 0	-	27 12 0	5 0 0	15 0 0	-
208 14 10	<i>ll</i> 355 2 2	-	-	-	-	3 12 6	7 10 0	15 0 0	-
151 12 0	61 2 1	-	<i>mm</i> 23 7 10	-	-	1 19 1	3 15 10	7 0 0	31 4 0
573 6 9	<i>bb</i> 371 7 0	-	32 19 0	-	-	13 2 0	5 0 0	10 0 0	-
3,587 17 0	1,239 14 10	330 8 5	1,001 8 7	-	-	164 18 11	-	50 0 0	135 0 0
758 11 0	<i>z</i> 90 0 0	-	-	-	-	13 2 11	-	15 15 0	10 0 0
342 11 0	-	-	-	-	-	31 5 11	-	17 0 0	15 0 0

(Continued on page 80.)

e Allowance towards repairs. *f* Including 25*l.* from Doncaster and Saltersbrook Road. *g* To accountant.
l Including proceeds of sale of Trust property. *m* Including 536*l.* 15*s.* 10*d.* paid over to the parishes on the Trust ceasing.
q Paid to townships. *r* The roads are repaired by the lessee of the tolls. *s* For 2 years. *t* For 1½ year.
y Including 50*l.* "special vote" for 50 years' services. *z* Allowance to townships. *aa* Paid to townships. *bb* Contract work.
ee Including 16,474*l.* 2*s.* 9*d.* from Leeds Corporation. *ff* From Leeds Corporation. *gg* Allowed for repairs of road.
kk Including proceeds of sale of Trust property. *ll* Distributed among the townships on the Trust ceasing. *mm* Including team labour.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF YORK—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12. Boroughbridge and Durham (part)	- - -	- - -	- - -	- - -	24 9 0	- - -	661 0 0
13. Bradford and Huddersfield	- - -	876 1 1	- - -	a 1,684 18 4	40 0 8	- - -	3,201 12 7
14. Bradford and Wakefield	12 5 2	60 0 0	- - -	- - -	30 12 6	- - -	2,319 18 2
15. Brampton and Hooton Roberts	17 15 5	168 6 5	45 12 6	b 720 0 0	8 16 3	- - -	998 3 10
16. Brough	8 11 6	42 3 0	- - -	c 200 0 0	- - -	- - -	263 13 2
17. Collingham and York	- - -	7 16 8	- - -	- - -	6 5 11	- - -	210 2 10
18. Colne and Broughton	- - -	42 6 4	- - -	d 95 0 0	6 14 3	- - -	185 2 11
19. Dewsbury and Ealand	- - -	53 18 9	- - -	- - -	61 12 2	- - -	1,537 17 0
20. Dewsbury and Leeds	- - -	31 8 1	- - -	549 5 0	30 2 2	- - -	643 12 9
21. Doncaster to Bawtry	17 16 6	- - -	- - -	- - -	28 8 7	- - -	400 0 2
22. Doncaster and Salter's Brook	- - -	74 13 9	- - -	373 15 4	5 5 0	- - -	1,256 3 7
23. Doncaster and Selby	2 2 0	- - -	- - -	347 18 0	- - -	- - -	350 0 0
24. Doncaster and Tadcaster	- - -	213 2 6	- - -	f 214 19 0	22 11 6	- - -	1,401 2 7
25. Doncaster and Thorne	- - -	47 5 0	50 0 0	g 160 0 0	9 16 2	- - -	726 11 8
26. Dudley Hill, Killinghall, and Harrogate	24 12 11	146 12 3	- - -	600 0 0	2 15 8	- - -	1,063 1 0
27. Dunford District	4 1 10	23 15 8	- - -	h 132 10 0	5 19 9	- - -	286 0 3
28. Elland and Brighouse	1 6 8	575 1 6	- - -	- - -	15 2 10	- - -	647 0 2
29. Elland and Saddleworth	9 5 9	338 5 8	74 6 5	- - -	22 0 6	- - -	455 18 4
30. Ferrybridge and Boroughbridge	41 12 8	128 11 4	- - -	- - -	7 10 6	- - -	941 2 6
31. Gisburne and Long Preston	9 9 2	97 9 9	- - -	460 0 0	16 18 4	- - -	637 1 6
32. Godley Lane	- - -	90 4 5	- - -	- - -	0 17 6	- - -	342 16 7
33. Gomersal and Dewsbury	72 0 6	46 0 0	- - -	1,200 0 0	79 0 9	- - -	2,282 18 2
34. Greenfield and Shepley Lane Head	5 11 7	- - -	- - -	l 434 15 10	31 7 9	- - -	501 15 2
Halifax and Sheffield:—							
35. Halifax to Huddersfield	38 0 0	61 6 1	- - -	937 0 0	98 3 6	- - -	1,999 7 0
36. Huddersfield to Penistone	- - -	18 7 6	460 13 6	200 0 0	15 9 11	- - -	1,048 14 3
37. Third District	42 18 8	47 15 2	688 14 1	m 947 1 7	18 12 6	- - -	2,155 14 7
38. Harrogate and Boroughbridge	6 8 6	29 6 5	- - -	500 0 0	12 3 0	- - -	1,013 5 3
39. Harrogate and Hewick, and Ripon and Pateley Bridge (united)	46 1 0	75 13 9	- - -	- - -	39 8 3	- - -	1,145 12 9
40. Hedon and Hull	27 10 6	33 12 0	- - -	- - -	47 12 9	108 19 0	1,094 13 1
41. Hedon and Patrington	17 16 8	31 14 11	- - -	n 261 5 0	0 19 0	- - -	659 5 1
42. Holme Lane End and Heckmond-wike	3 4 8	78 6 9	- - -	o 290 10 0	- - -	- - -	736 10 11
43. Holmfirth District	2 11 9	21 14 0	- - -	80 0 0	5 4 2	- - -	128 16 11
44. Huddersfield and New Hey	- - -	101 7 8	- - -	q 593 17 6	34 17 6	- - -	808 13 10
45. Huddersfield and Woodhead	16 14 6	80 3 5	- - -	r 213 10 0	47 9 0	- - -	1,935 15 4
46. Hull and Beverley	29 12 3	13 17 10	- - -	- - -	32 12 2	- - -	959 4 9
47. Hull and Hedon New	- - -	187 14 4	- - -	- - -	10 8 9	- - -	333 10 0
48. Hull, Hessle, and Ferryby	4 18 3	38 7 0	49 0 7	- - -	4 2 1	- - -	443 5 3
49. Hull and Kirk Ella	12 8 3	73 16 8	- - -	s 343 13 0	27 19 4	- - -	1,002 14 9
50. Keighley and Bradford	27 11 2	5 12 8	- - -	- - -	65 9 11	- - -	1,948 16 10
51. Keighley and Halifax	120 13 9	43 10 11	- - -	453 18 9	24 14 2	- - -	1,921 5 6
52. Keighley and Kendal, Yorkshire District	43 14 0	318 10 0	- - -	t 950 0 0	37 7 10	- - -	1,413 11 4
53. Kirkstall, Otley, and Shipley	23 5 3	116 7 6	- - -	1,700 0 0	7 14 7	- - -	2,346 0 6
54. Knaresbrough and Greenhamerton	7 8 6	- - -	- - -	100 0 0	3 13 0	- - -	136 5 6
55. Knaresbrough and Pateley Bridge	7 18 6	93 15 1	- - -	- - -	2 0 0	- - -	183 2 9
56. Leeds and Birstal	18 1 11	63 8 4	- - -	500 0 0	- - -	- - -	942 2 6
57. Leeds and Collingham	8 13 4	28 10 0	- - -	300 0 0	2 18 8	- - -	614 2 8
58. Leeds and Elland	19 5 8	147 10 3	- - -	y 485 10 0	- - -	- - -	2,801 13 9
59. Leeds and Harrogate	70 19 6	23 6 11	- - -	1,110 0 0	11 17 1	- - -	1,975 0 9
60. Leeds and Homefield Lane End	103 18 4	13 12 4	- - -	z 16,129 7 5	aa 792 11 8	- - -	17,071 0 9
61. Leeds and Otley	30 0 0	212 8 7	- - -	5,200 0 0	- - -	- - -	6,018 3 1
62. Leeds and Wakefield	2 7 2	- - -	- - -	- - -	17 16 10	- - -	1,496 15 4
63. Leeds and Whitehall	- - -	172 17 2	- - -	2,269 1 0	23 11 2	- - -	3,528 1 8
64. Lees and Hebden Bridge	- - -	66 17 5	- - -	cc 150 0 0	9 2 11	- - -	241 14 11
65. Lockwood and Meltham	33 11 4	51 15 4	- - -	dd 398 8 9	49 4 11	- - -	1,359 10 0
66. Malton and Pickering	- - -	- - -	- - -	- - -	7 3 8	- - -	306 5 5
67. Middleton-Tyas Lane End to Greta Bridge and Bowes	- - -	17 4 1	- - -	- - -	8 7 11	- - -	164 3 9
68. Mytholmroyd and Blackstone Edge	100 0 0	54 15 0	- - -	- - -	4 6 2	- - -	241 0 5
69. New Mill District	- - -	- - -	11 2 6	ff 686 0 0	4 4 0	- - -	737 7 7
70. Otley and Skipton	17 14 1	98 10 4	- - -	491 6 8	3 7 8	- - -	771 19 9
71. Red House and Crofton	- - -	99 17 8	- - -	gg 360 0 0	3 17 5	- - -	798 18 1
72. Reeth and Tanhill	- - -	2 14 0	- - -	60 0 0	8 9 4	- - -	95 14 10
Richmond and Lancaster:—							
73. Eastern District	- - -	3 4 2	- - -	165 13 4	1 11 2	- - -	322 0 10
74. Western District	57 12 5	- - -	- - -	- - -	10 4 2	- - -	449 1 3
75. Richmond to Lucy Cross, and Gilling to Gatherine Moor	- - -	25 15 8	- - -	- - -	4 10 0	- - -	158 14 6
76. Richmond and Reeth	- - -	81 0 0	- - -	- - -	2 18 2	- - -	516 6 2
77. Rochdale to Halifax and Elland	17 4 4	162 10 9	20 12 2	hh 1,054 10 0	63 5 7	- - -	4,239 13 7
78. Rotherham and Barnby Moor	16 9 5	72 8 0	- - -	ii 435 0 0	17 18 11	- - -	670 14 3
79. Rotherham and Pleasley	32 8 0	84 0 5	- - -	kk 190 7 8	25 1 4	- - -	395 3 4

a For debts of 2,251l.

b For debts of 800l.

c For debts of 225l.

d For debts of 100l.

i Including 1,094l. 2s. 6d. at one penny per cent.

k Including 3,723l. 17s. 7d. at 3 per cent.

l For debts of 587l. 14s. 4d.

q For debts of 648l.

r For debts of 237l. 4s. 6d.

s For debts of 375l. 17s. 6d.

t For debts of 2,222l. 4s. 5d.

z For debts of 10,620l.

aa Including 750l. to Toll Lessee for giving up lease.

bb Including 26,632l. 5s. 4d. not bearing interest.

gg For debts of 400l.

hh For debts of 1,090l. 12s. 6d.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of In- terest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com- position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12.	-	-	-	-	-	-	-	-	-	220 12 8	220 12 8
13.	14,437 15 10	5	17 1 8	1,312 15 9	15,767 13 3	-	-	-	-	2,081 19 3	2,081 19 3
14.	1,500 0 0	4	-	-	1,731 7 4	-	-	-	-	-	-
15.	3,220 16 8	5	-	-	3,220 16 8	-	-	-	-	387 0 10	387 0 10
16.	1,405 0 0	3	-	-	1,405 0 0	-	-	-	-	117 0 10	117 0 10
17.	2,375 0 0	2	-	414 1 2	2,789 1 2	-	-	-	-	75 5 5	75 5 5
18.	1,950 0 0	2	-	39 0 0	1,989 0 0	-	-	-	-	374 13 3	374 13 3
19.	623 15 0	5	-	29 11 1	653 6 1	-	-	-	-	354 16 6	354 16 6
20.	555 9 2	5	-	25 0 8	580 9 10	-	-	-	-	544 5 2	544 5 2
21.	-	-	-	-	-	-	-	-	-	44 18 8	44 18 8
22.	1,061 8 6	5	-	189 7 8	1,250 16 2	-	-	-	-	341 3 7	341 3 7
23.	19,431 4 9	5	3,229 6 11	17,237 0 0	39,897 11 8	68 6 0	108 14 2	25 0 0	30 13 4	386 16 11	619 10 5
24.	7,396 13 4	2½	-	200 11 5	7,597 4 9	-	-	-	-	-	-
25.	1,420 0 0	3	-	43 19 0	1,473 8 2	-	-	-	-	-	-
26.	2,500 0 0	5	-	-	2,603 19 11	81 13 4	-	-	-	-	81 13 4
27.	1,744 2 6	3	17 10 2	20 0 3	1,781 12 11	-	8 0 0	-	-	95 18 1	103 18 1
28.	10,797 12 1	5	-	1,068 18 0	11,866 10 1	-	-	-	-	455 1 8	455 1 8
29.	46,723 17 7	5	-	7,633 16 8	14,357 14 3	-	-	-	-	360 3 7	360 3 7
30.	2,550 0 0	5	-	-	2,550 0 0	-	44 1 0	-	3 11 0	181 3 10	228 15 10
31.	2,654 1 8	3	-	-	2,654 1 8	-	-	-	-	469 5 6	469 5 6
32.	2,906 19 3	3	-	21 5 0	2,928 4 3	-	-	-	-	609 14 9	609 14 9
33.	-	-	-	-	-	-	-	-	-	-	-
34.	3,031 18 3	None	-	-	3,031 18 3	-	-	-	-	325 5 11	325 5 11
35.	-	-	-	-	-	-	-	-	-	-	-
36.	200 0 0	4	51 11 6	-	251 11 6	83 10 0	-	-	-	294 13 11	378 3 11
37.	-	-	-	-	-	55 13 4	-	-	-	3 7 8	59 1 0
38.	-	-	-	-	39 12 9	39 12 9	-	-	-	-	-
39.	925 0 0	5	-	7 10 0	947 10 4	83 6 8	-	-	-	-	83 6 8
40.	1,120 0 0	3	-	-	1,564 6 6	-	449 15 2	-	-	-	449 15 2
41.	1,025 0 0	3	-	-	1,025 0 0	-	-	-	-	203 13 11	203 13 11
42.	1,600 0 0	4	45 2 8	64 0 0	1,709 2 8	-	-	-	-	188 9 0	188 9 0
43.	4,979 18 0	2	166 13 10	12 9 3	5,159 1 1	-	-	0 6 0	-	94 16 7	95 2 7
44.	5,892 13 4	2½	71 13 3	84 5 9	6,048 12 4	-	-	-	-	748 7 10	748 7 10
45.	2,853 7 9	3	-	180 11 4	3,033 19 1	-	-	-	-	184 15 4	184 15 4
46.	575 0 0	2½	-	-	885 18 2	-	-	-	-	-	-
47.	10,912 16 3	1½	-	187 0 3	11,099 16 6	-	-	-	-	424 6 9	424 6 9
48.	1,300 0 0	3½	-	-	1,300 0 0	-	-	-	-	504 5 1	504 5 1
49.	1,863 17 6	3½	-	-	1,863 17 6	-	47 18 0	-	-	366 16 3	414 14 3
50.	100 0 0	5	15 0 0	10 14 7	125 14 7	-	-	-	-	344 0 9	344 0 9
51.	-	-	-	-	-	-	-	-	-	-	-
52.	16,531 1 3	1¾	-	-	16,531 1 3	-	-	-	-	937 6 9	937 6 9
53.	800 0 0	5	-	-	800 0 0	215 8 4	-	-	-	241 4 9	456 13 1
54.	1,005 0 0	None	-	-	1,005 0 0	-	-	-	-	90 18 8	90 18 8
55.	3,116 4 0	3	-	-	3,116 4 0	-	-	-	-	187 15 8	187 15 8
56.	12,685 0 0	3	-	-	12,685 0 0	-	-	-	-	456 9 8	456 9 8
57.	8,920 0 0	3	-	-	8,920 0 0	-	252 8 9	-	-	252 8 9	252 8 9
58.	3,500 0 0	4	-	-	3,500 0 0	-	-	-	-	393 4 8	393 4 8
59.	-	-	-	-	-	-	-	-	-	376 14 9	376 14 9
60.	-	-	-	-	-	-	-	-	-	-	-
61.	800 0 0	5	-	20 0 0	820 0 0	-	-	-	-	57 12 11	57 12 11
62.	-	-	-	-	-	73 2 9	354 15 8	18 0 0	-	1,309 4 4	1,755 2 9
63.	31,232 5 4	3	-	-	31,232 5 4	270 16 8	-	-	-	451 8 3	722 4 11
64.	5,206 15 0	1½	-	-	5,206 15 0	-	-	-	-	146 17 2	146 17 2
65.	1,505 0 0	2	-	33 19 8	1,538 19 8	-	-	-	-	244 14 3	244 14 3
66.	-	-	-	-	-	-	-	-	-	199 4 5	199 4 5
67.	575 0 0	3	-	-	575 0 0	-	-	-	-	66 9 3	66 9 3
68.	6,480 0 0	1½	-	-	6,480 0 0	-	-	-	-	142 3 2	142 3 2
69.	2,129 12 2	None	-	-	2,130 6 9	-	-	30 4 0	-	-	30 4 0
70.	2,204 6 9	3½	-	-	2,204 6 9	-	-	-	-	373 3 10	373 3 10
71.	2,475 14 3	3	-	36 16 3	2,512 10 6	37 3 11	-	-	-	146 10 8	183 14 2
72.	-	-	-	-	-	-	-	-	-	-	-
73.	-	-	-	-	-	-	-	-	-	151 14 11	151 14 11
74.	-	-	-	-	-	-	-	-	-	-	-
75.	650 0 0	4	-	-	650 0 0	-	-	-	-	54 1 1	54 1 1
76.	10,270 0 0	5	2,921 3 8	11,677 10 0	24,868 13 8	-	-	-	-	88 14 5	88 14 5
77.	2,662 10 0	5	-	-	2,662 10 0	-	-	-	-	547 4 4	547 4 4
78.	5,450 0 0	1½	-	-	5,450 0 0	-	-	-	-	611 18 1	611 18 1
79.	3,027 14 0	2½	-	-	3,027 14 0	-	-	-	-	223 1 9	223 1 9

e Including 8,931l. 4s. 9d. not bearing interest.

m For debts of 951l. 17s. 11d.

n For debts of 275l.

u Including 11,085l. the interest on which is postponed.

cc For debts of 494l.

dd For debts of 442l. 14s. 2d.

ii For debts of 600l.

f For debts of 300l.

o For debts of 300l.

x Including 8,020l. at one penny per cent.

ee Including 2,830l. not bearing interest.

g For debts of 200l.

h For debts of 150l.

p Including 3,944l. 18s. at one penny per cent.

y For debts of 500l.

ff For debts of 814l. 10s. 4d.

kk For debts of 293l. 0s. 3d.

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.							
	Balance in Treasurers' Hands on 1st Jan. 1867.	Balance due to the Treasurers on 1st Jan. 1867.	4.	5.	6.	7.	8.	9.				
			Revenue received from Tolls.	Parish Composition in lieu of Statute Duty.	Estimated Value of Statute Duty performed.	Revenue from Fines.	Revenue from Incidental Receipts.	Amount of Money borrowed on the Security of the Toll.				
COUNTY OF YORK—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				
80. Rotherham and Swinton - -	665 14 11	- - -	855 0 0	- - -	- - -	- - -	14 15 0	- - -				
81. Rotherham and Wentworth - -	197 3 9	- - -	897 0 0	- - -	- - -	- - -	5 8 0	- - -				
82. Rotherham and Wortley - -	962 1 9	- - -	475 16 4	- - -	- - -	0 1 3	20 6 0	- - -				
83. Salterhebble, Stainland, and Sowerby Bridge - -	1,132 18 3	- - -	1,614 13 4	- - -	- - -	- - -	20 15 9	- - -				
84. Seacroft to Scholes - -	72 0 8	- - -	80 0 0	- - -	- - -	- - -	2 16 4	- - -				
85. Sedbergh - -	413 0 0	- - -	560 0 0	- - -	- - -	- - -	8 16 11	- - -				
86. Selby and Leeds - -	298 3 4	- - -	922 11 0	187 15 0	- - -	- - -	8 12 5	- - -				
87. Selby and Market Weighton - -	21 13 1	- - -	415 0 0	461 7 0	- - -	- - -	0 19 2	- - -				
88. Sheffield and Tinsley - -	1,846 18 10	- - -	- - -	- - -	- - -	- - -	198 17 6	- - -				
89. Shipley and Bramley - -	188 14 0	- - -	550 0 0	- - -	- - -	- - -	2 8 8	- - -				
90. Skipton and Clitheroe - -	176 8 7	- - -	670 0 0	2 0 0	- - -	- - -	- - -	- - -				
91. Skipton and Craco - -	425 13 4	- - -	375 0 0	29 7 1	- - -	- - -	5 2 7	- - -				
92. Skipton and Knaresbrough - -	161 4 2	- - -	472 0 0	- - -	- - -	- - -	1 12 0	- - -				
93. Stockton and Middlesbrough - -	515 3 8	- - -	700 0 0	115 18 9	- - -	- - -	2,029 15 1	- - -				
94. Sunk Island - -	- - -	- - -	120 0 0	50 8 0	- - -	- - -	12 1 0	- - -				
95. Tadcaster Bridge to Hob Moor Lane End - -	49 5 10	- - -	485 0 0	- - -	- - -	- - -	10 1 6	- - -				
96. Tadcaster and Halton Dial - -	- - -	5 10 10	798 9 0	- - -	- - -	- - -	3 6 0	- - -				
97. Tadcaster and Otley - -	- - -	2 8 10	484 15 0	- - -	- - -	- - -	- - -	- - -				
98. Thirsk - -	- - -	171 0 9	950 0 0	149 17 6	- - -	1 7 0	- - -	- - -				
99. Thirsk and Masham - -	71 12 2	- - -	157 0 0	- - -	- - -	- - -	- - -	- - -				
100. Thirsk and Yarm - -	468 12 3	- - -	458 3 3	- - -	- - -	- - -	29 16 5	- - -				
101. Tinsley and Doncaster (united) - -	363 9 6	- - -	1,355 0 0	- - -	- - -	- - -	26 18 0	- - -				
102. Todmorden - -	182 11 0	- - -	3,642 10 8	- - -	- - -	13 12 6	65 4 0	- - -				
103. Wadsley, Langset, and Sheffield - -	1,535 8 6	- - -	1,612 18 4	- - -	- - -	0 10 6	28 6 6	- - -				
104. Wakefield and Aberford - -	208 1 0	- - -	667 10 5	- - -	- - -	- - -	3 14 0	- - -				
105. Wakefield and Austerlands - -	- - -	431 16 3	3,402 10 0	- - -	- - -	- - -	47 10 0	- - -				
106. Wakefield and Denby Dale - -	617 9 0	- - -	855 0 0	- - -	- - -	- - -	11 8 8	- - -				
107. Wakefield and Halifax - -	1,818 18 6	- - -	753 11 3	- - -	- - -	- - -	91 10 8	- - -				
108. Wakefield to Sheffield - -	242 17 5	- - -	2,072 0 0	- - -	- - -	0 4 0	2 5 6	- - -				
109. Wakefield and Weeland - -	449 13 10	- - -	970 11 2	- - -	- - -	0 5 0	7 16 0	- - -				
110. Wellington and Tong Lane End - -	184 7 10	- - -	834 3 4	- - -	- - -	- - -	5 4 5	- - -				
111. Wetherby and Knaresbrough - -	305 4 10	- - -	405 0 0	- - -	- - -	- - -	- - -	- - -				
112. Whitecross i - -	27 0 1	- - -	200 0 0	- - -	- - -	- - -	£ 32 0 7	- - -				
113. Winston Bridge - -	87 19 8	- - -	273 6 2	- - -	- - -	- - -	16 0 0	- - -				
114. Worksop to Attercliffe - -	308 18 0	- - -	990 0 0	- - -	- - -	0 0 3	- - -	- - -				
115. Wortley, Armley, and Bramley - -	- - -	1,997 6 11	426 5 0	- - -	- - -	- - -	4 4 0	- - -				
116. Wortley and Pudsey - -	34 13 0	- - -	55 0 0	- - -	- - -	- - -	1 4 3	- - -				
117. York and Boroughbridge - -	193 17 9	- - -	315 0 0	- - -	- - -	- - -	31 6 8	- - -				
118. York to Kexby Bridge and Grim- ston to Stone Dale - -	782 8 7	- - -	1,057 10 0	- - -	- - -	0 1 0	11 15 0	- - -				
119. York to Oswaldkirk Bank - -	59 14 2	- - -	500 2 1	276 3 4	- - -	- - -	2 0 0	- - -				
£	43,729 0 8	4,778 15 9	97,683 12 6	4,285 12 3	193 17 0	26 17 0	27,765 8 0	- - -				

a Contract work. b Paid to townships. c The collection of tolls was discontinued from the 31st October 1866.
g For 1½ year. h For 2 years. i Local Act expired 1st November 1867. k From sale of Trust property.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			
							Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
80.	869 15 0	a 211 0 0	- - -	- - -	- - -	6 5 2	- - -	22 10 0	10 0 0	
81.	902 8 0	b 192 0 0	- - -	- - -	- - -	- - -	3 7 9	20 0 0	- - -	
82.	496 3 7	a 281 8 0	- - -	- - -	- - -	0 16 0	- - -	21 0 0	20 0 0	
83.	1,635 9 1	50 0 0	- - -	- - -	- - -	2 17 6	- - -	20 0 0	- - -	
84.	82 16 4	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	2 10 0	
85.	568 16 11	133 9 5	107 10 6	118 11 7	- - -	0 5 0	12 3 4	10 0 0	15 0 0	30 0 0
86.	1,118 18 5	299 15 4	174 16 3	123 14 3	- - -	- - -	21 16 0	- - -	30 0 0	60 0 0
87.	877 6 2	214 6 5	57 7 4	285 16 6	- - -	- - -	13 1 9	- - -	15 15 0	44 0 0
88.	198 17 6	a 115 3 3	- - -	- - -	- - -	6 2 0	- - -	30 0 0	22 10 0	
89.	552 8 8	- - -	- - -	- - -	- - -	15 1 6	- - -	- - -	4 0 0	
90.	672 0 0	109 5 0	23 14 5	71 5 10	- - -	4 1 10	4 16 6	10 10 0	21 0 0	15 0 0
91.	409 9 8	172 17 11	- - -	6 18 11	- - -	1 0 0	- - -	- - -	- - -	5 0 0
92.	473 12 0	d 150 0 0	- - -	- - -	- - -	- - -	5 9 9	10 0 0	20 0 0	25 0 0
93.	2,845 13 10	48 13 4	9 4 0	6 15 1	- - -	- - -	28 1 8	- - -	f 120 0 0	5 0 0
94.	182 9 0	77 0 10	4 10 0	90 6 4	- - -	- - -	1 16 8	- - -	5 0 0	- - -
95.	495 1 6	235 15 9	78 9 2	126 16 5	- - -	- - -	25 15 2	- - -	15 0 0	55 0 0
96.	801 15 0	289 0 8	173 7 5	61 19 8	- - -	4 1 0	54 7 2	- - -	30 0 0	60 0 0
97.	484 15 0	221 1 4	49 12 6	20 5 7	- - -	4 1 6	9 5 2	- - -	20 0 0	50 0 0
98.	1,101 4 6	346 16 7	132 3 1	261 1 4	- - -	1 4 8	9 13 10	- - -	40 0 0	80 0 0
99.	157 0 0	- - -	- - -	- - -	- - -	- - -	3 18 0	5 0 0	5 0 0	- - -
100.	487 19 8	- - -	- - -	- - -	- - -	- - -	25 9 0	g 7 10 0	25 0 0	25 0 0
101.	1,381 18 0	a 900 0 0	- - -	- - -	- - -	- - -	74 10 7	- - -	50 0 0	25 0 0
102.	3,721 7 2	1,237 7 10	601 7 4	156 17 1	- - -	- - -	83 18 0	25 0 0	25 0 0	100 0 0
103.	1,641 15 4	- - -	- - -	- - -	- - -	- - -	31 9 0	3 3 0	25 0 0	20 0 0
104.	671 4 5	d 385 0 5	- - -	- - -	- - -	- - -	4 8 2	- - -	20 0 0	30 0 0
105.	3,450 0 0	1,273 3 1	989 2 6	959 17 10	- - -	31 18 10	43 13 0	- - -	31 10 0	150 0 0
106.	866 8 8	- - -	- - -	- - -	- - -	- - -	60 3 3	- - -	25 0 0	15 0 0
107.	845 1 11	d 136 13 4	- - -	- - -	- - -	- - -	- - -	- - -	30 0 0	25 0 0
108.	2,074 9 6	a 1,130 17 9	- - -	- - -	- - -	- - -	65 10 10	- - -	70 0 0	h 80 0 0
109.	978 12 2	145 6 8	188 5 1	185 6 7	- - -	0 5 0	54 16 11	- - -	20 0 0	50 0 0
110.	839 7 9	- - -	- - -	- - -	- - -	- - -	13 9 3	- - -	16 18 2	- - -
111.	405 0 0	173 2 2	16 9 0	55 2 0	- - -	7 15 10	23 6 2	5 0 0	10 10 0	35 0 0
112.	232 0 7	169 8 9	9 9 3	18 2 9	- - -	- - -	4 6 5	- - -	h 20 0 0	m 33 6 8
113.	289 6 2	163 2 0	35 19 2	4 10 3	- - -	- - -	3 9 9	- - -	10 0 0	- - -
114.	990 0 3	a 262 8 0	- - -	14 7 10	- - -	- - -	20 11 1	5 0 0	29 16 8	10 0 0
115.	430 9 0	n 394 4 0	- - -	- - -	- - -	- - -	10 2 9	- - -	- - -	- - -
116.	56 4 3	- - -	- - -	- - -	- - -	- - -	19 16 7	- - -	- - -	- - -
117.	346 6 8	151 16 3	72 6 7	34 10 0	- - -	9 10 0	12 13 1	- - -	10 0 0	35 0 0
118.	1,069 6 0	393 5 3	213 1 1	341 7 10	- - -	- - -	55 19 11	- - -	25 0 0	110 0 0
119.	778 5 5	229 4 9	182 9 2	105 8 10	- - -	- - -	3 7 1	- - -	15 0 0	52 10 0
	129,955 6 9	28,287 13 10	8,510 15 11	12,508 12 6	274 12 6	118 5 8	3,456 1 8	203 14 11	2,566 10 2	4,027 7 3

(Continued on page 84.)

d Allowance to townships.

e Including 2,020*l.* 14*s.* 11*d.* from Middlesbrough Corporation.

f For five years.

l Including 42*l.* balance paid to the parishes on the Trust ceasing.

m For 1½ year.

n Paid to Leeds Corporation.

(Continued from page 83.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF YORK—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
80. Rotherham and Swinton - -	43 18 1	33 18 4	75 14 4	a 455 12 2	57 7 8	- - -	916 5 9
81. Rotherham and Wentworth - -	11 14 8	370 0 0	5 5 4	370 0 0	11 7 4	- - -	983 15 1
82. Rotherham and Wortley - -	8 19 10	68 8 9	218 11 5	c 369 19 6	25 8 7	- - -	1,014 12 1
83. Salterhebble, Stainland, and Sowerby Bridge - -	15 12 3	220 5 11	- - -	e 2,022 5 10	3 14 8	- - -	2,334 16 2
84. Seacroft to Scholes - -	- - -	- - -	- - -	- - -	3 8 8	- - -	10 18 8
85. Sedbergh - -	3 12 6	32 0 9	162 0 0	- - -	19 7 0	- - -	644 0 1
86. Selby and Leeds - -	- - -	116 10 6	- - -	- - -	40 4 10	- - -	866 17 2
87. Selby and Market Weighton - -	35 8 8	89 3 1	- - -	- - -	21 9 1	- - -	776 7 10
88. Sheffield and Tinsley - -	4 14 0	- - -	651 2 0	- - -	27 0 2	- - -	856 11 5
89. Shipley and Bramley - -	25 0 0	97 9 2	- - -	g 536 0 0	- - -	- - -	677 10 8
90. Skipton and Clitheroe - -	- - -	171 19 7	- - -	170 0 0	43 4 6	- - -	644 17 8
91. Skipton and Craco - -	- - -	16 17 6	- - -	500 0 0	- - -	- - -	702 14 4
92. Skipton and Knaresbrough - -	8 9 0	100 1 2	- - -	150 0 0	22 6 3	- - -	491 6 2
93. Stockton and Middlesbrough - -	56 2 6	202 6 10	- - -	2,000 0 0	8 16 7	- - -	2,485 0 0
94. Sunk Island - -	- - -	- - -	- - -	- - -	3 15 2	- - -	182 9 0
95. Tadcaster Bridge to Hob Moor Lane End - -	- - -	- - -	- - -	- - -	11 18 2	- - -	548 14 8
96. Tadcaster and Halton Dial - -	- - -	27 0 10	- - -	- - -	16 17 6	- - -	716 14 3
97. Tadcaster and Otley - -	- - -	75 1 0	- - -	- - -	9 16 0	- - -	459 3 1
98. Thirsk - -	4 6 8	122 10 3	- - -	- - -	9 5 0	- - -	1,007 1 5
99. Thirsk and Masham - -	11 8 10	35 6 7	- - -	- - -	10 2 6	- - -	70 15 11
100. Thirsk and Yarm - -	- - -	308 14 2	- - -	- - -	21 6 11	- - -	413 0 1
101. Tinsley and Doncaster (united) - -	51 9 1	85 8 6	- - -	h 106 14 0	61 6 2	- - -	1,354 8 4
102. Todmorden - -	- - -	412 13 1	- - -	i 999 17 0	13 5 6	- - -	3,655 5 10
103. Wadsley, Langset, and Sheffield - -	78 13 4	1,088 1 11	- - -	- - -	16 16 6	- - -	1,263 3 9
104. Wakefield and Aberford - -	0 12 0	70 4 8	- - -	m 144 0 0	5 12 6	- - -	659 17 9
105. Wakefield and Austerlands - -	7 5 9	- - -	- - -	- - -	229 16 7	- - -	3,716 7 7
106. Wakefield and Denby Dale - -	- - -	134 19 7	- - -	n 400 0 0	4 0 10	- - -	639 3 8
107. Wakefield and Halifax - -	24 1 9	349 19 6	76 14 5	250 0 0	43 4 9	- - -	935 13 9
108. Wakefield to Sheffield - -	- - -	270 7 11	300 0 0	- - -	2 17 0	- - -	1,919 13 6
109. Wakefield and Weeland - -	- - -	52 3 8	- - -	r 440 0 0	4 14 5	- - -	1,140 18 4
110. Wellington and Tong Lane End - -	20 1 6	504 17 6	- - -	- - -	- - -	- - -	555 6 5
111. Wetherby and Knaresbrough - -	8 18 6	- - -	- - -	- - -	4 3 6	- - -	339 7 2
112. Whitecross - -	16 13 10	1 14 7	10 0 0	66 13 4	9 5 1	- - -	259 0 8
113. Winston Bridge - -	- - -	61 10 0	- - -	- - -	5 8 6	- - -	283 19 8
114. Worksop to Attercliffe - -	- - -	271 10 4	- - -	s 197 9 3	- - -	- - -	811 3 2
115. Wortley, Armley, and Bramley - -	40 13 5	- - -	- - -	- - -	- - -	- - -	445 0 2
116. Wortley and Pudsey - -	- - -	- - -	- - -	- - -	- - -	- - -	19 16 7
117. York and Boroughbridge - -	8 8 6	- - -	- - -	- - -	4 8 4	- - -	338 12 9
118. York to Kexby Bridge and Grim- ston to Stone Dale - -	- - -	- - -	- - -	- - -	5 1 0	- - -	1,143 15 1
119. York to Oswaldkirk Bank - -	- - -	88 7 6	- - -	t 62 10 0	3 1 3	- - -	741 18 7
£	1,821 13 7	12,508 8 11	2,899 9 3	56,277 1 9	3,071 11 11	193 17 0	136,725 16 10

a For debts of 457*l.* 1*s.* 7*d.* b No interest payable unless a surplus after paying off $\frac{1}{100}$ th part of the debt.
f Including 553*l.* at 5 per cent. g For debts of 586*l.* 3*s.* 8*d.* h Including 3,000*l.* not authorized by the Local Act.
m For debts of 150*l.* n For debts of 600*l.* o Including 7,845*l.* 10*s.* not bearing interest. p Due from Leeds and Whitehall Road.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
80.	-	-	-	-	-	-	-	-	-	619 4 2	619 4 2
81.	233 14 0	b None	-	-	233 14 0	-	-	-	-	115 16 8	115 16 8
82.	d 3,396 6 10	3	-	151 9 9	3,547 16 7	44 14 11	-	-	-	443 13 3	488 8 2
83.	4,285 14 7	4	-	-	4,285 14 7	-	-	-	-	433 11 2	433 11 2
84.	2,839 0 0	5	-	1,708 13 0	4,547 13 0	-	-	-	-	143 18 4	143 18 4
85.	806 0 0	4	-	7 11 6	813 11 6	-	-	-	-	337 16 10	337 16 10
86.	f 2,528 0 0	4½	-	-	2,528 0 0	-	-	-	-	550 4 7	550 4 7
87.	2,940 0 0	3	-	-	2,940 0 0	-	-	-	-	122 11 5	122 11 5
88.	-	-	116 5 0	-	116 5 0	-	-	-	-	1,189 4 11	1,189 4 11
89.	2,937 8 9	2½	-	72 3 7	3,009 12 4	45 16 8	-	-	-	63 12 0	109 8 8
90.	4,141 0 0	4	-	-	4,141 0 0	-	-	-	-	203 10 11	203 10 11
91.	2,060 0 0	4½	-	1,584 18 0	3,644 18 0	-	-	-	-	132 8 8	132 8 8
92.	2,245 0 0	4	-	-	2,245 0 0	-	-	-	-	143 10 0	143 10 0
93.	h 6,700 0 0	5	-	1,473 17 6	8,173 17 6	-	-	-	-	875 17 6	875 17 6
94.	-	-	-	-	-	-	-	-	-	-	-
95.	-	-	-	4 7 4	4 7 4	-	-	-	-	-	-
96.	i 600 3 0	4½	-	-	600 3 0	-	-	-	-	79 9 11	79 9 11
97.	2,800 0 0	5	-	67 16 3	2,867 16 3	-	-	-	-	23 3 1	23 3 1
98.	4,233 6 8	3	-	-	4,310 4 4	-	-	-	-	-	-
99.	1,177 15 0	3	-	-	1,177 15 0	-	-	-	138 16 0	157 16 3	296 12 3
100.	7,757 7 10	3	-	90 13 6	7,848 1 4	-	-	-	-	543 11 10	543 11 10
101.	1,586 3 0	5	-	-	1,586 3 0	-	-	-	-	390 19 2	390 19 2
102.	8,105 0 0	4½	-	-	8,105 0 0	-	-	-	421 17 0	248 12 4	670 9 4
103.	17,962 8 3	5	-	898 1 2	18,860 9 5	-	-	-	-	1,914 0 1	1,914 0 1
104.	2,115 0 0	3	-	-	2,115 0 0	-	-	-	-	219 7 8	219 7 8
105.	-	-	-	698 3 10	698 3 10	-	-	-	-	-	-
106.	o 14,414 19 11	2	-	213 12 8	14,628 12 7	-	-	-	-	844 14 0	844 14 0
107.	50 0 0	5 & 4½	210 0 0	57 0 1	317 0 1	-	-	-	p 6,123 0 0	1,728 6 8	7,851 6 8
108.	q 7,346 9 9	5	14 16 8	373 15 6	7,735 1 11	172 13 4	-	-	-	397 13 5	570 6 9
109.	950 0 0	3	-	14 13 9	964 13 9	69 4 4	-	-	-	287 7 8	356 12 0
110.	10,232 0 0	5	-	295 16 0	10,527 16 0	-	-	-	-	468 9 2	468 9 2
111.	-	-	-	-	-	-	-	-	-	370 17 8	370 17 8
112.	-	-	-	-	-	-	-	-	-	-	-
113.	2,050 0 0	3	-	-	2,050 0 0	-	-	-	-	93 6 2	93 6 2
114.	8,951 15 0	3	165 18 4	978 12 0	10,096 5 4	-	-	-	-	487 15 1	487 15 1
115.	10,730 8 0	5	1,794 11 2	17,030 8 8	2,011 18 1	-	-	-	-	-	-
116.	3,415 0 0	5	-	4,939 12 9	8,354 12 9	-	-	-	-	71 0 8	71 0 8
117.	-	-	-	-	-	-	-	-	-	201 11 8	201 11 8
118.	-	-	-	-	-	-	-	-	-	707 19 6	707 19 6
119.	3,535 0 0	2½	-	-	3,535 0 0	-	-	-	-	96 1 0	96 1 0
418,720 3 6						1,301 9 10	1,013 4 0	73 10 0	6,717 17 4	36,676 13 4	45,782 14 6

c For debts of 390l.

d Including 1,586l. 6s. 10d. at 4 per cent.

e For debts of 2,364l. 5s. 5d.

i Including 100l. at 5 per cent.

k For debts of 112l. 6s. 4d.

l For debts of 1,000l.

q Including 719l. 7s. 11d. at 4 per cent.

r For debts of 450l.

s For debts of 350l.

t For debts of 100l.

W A L E S.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1867.	3. Balance due to the Treasurers on 1st Jan. 1867.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF ANGLESEY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Beaumaris and Menai Bridge -	413 7 0	- - -	200 0 0	- - -	- - -	- - -	- - -	- - -
2. Shrewsbury and Holyhead -	3,094 1 11	- - -	3,734 2 8	- - -	- - -	- - -	34 10 0	- - -
£	3,507 8 11	- - -	3,934 2 8	- - -	- - -	- - -	34 10 0	- - -
COUNTY OF CARNARVON.								
1. Carnarvonshire - - -	422 16 0	- - -	3,546 17 7	- - -	- - -	- - -	117 17 6	- - -
2. Penmachno - - -	145 11 10	- - -	137 10 0	- - -	- - -	- - -	- - -	- - -
3. Porthdinllaen and Nanthwynant -	732 7 8	- - -	999 18 7	- - -	- - -	- - -	- - -	- - -
4. Ysppyty - - -	9 14 4	- - -	11 7 6	- - -	- - -	- - -	- - -	- - -
£	1,310 9 10	- - -	4,695 13 8	- - -	- - -	- - -	117 17 6	- - -
COUNTY OF DENBIGH.								
1. Barnhill and Wrexham - -	72 2 3	- - -	400 0 0	- - -	- - -	- - -	- - -	- - -
2. Denbigh and Pentre Voelas -	34 18 5	- - -	101 10 0	- - -	- - -	- - -	0 17 11	- - -
3. Llanrwst - - -	448 5 6	- - -	658 0 5	- - -	- - -	- - -	109 5 0	- - -
4. Llanrwst and Abergele - -	14 0 4	- - -	365 12 9	197 0 0	- - -	- - -	- - -	- - -
5. Ruthin to Mold - - -	692 16 4	- - -	585 0 0	- - -	- - -	- - -	23 6 4	- - -
6. St. Asaph and Conway - -	333 3 3	- - -	665 0 0	- - -	- - -	- - -	24 13 6	- - -
7. Wrexham to Denbigh through Ruthin - - -	214 0 1	- - -	994 7 5	- - -	- - -	- - -	34 9 4	- - -
8. Ditto, Cerrig-y-Druidion Branch -	- - -	- - -	205 12 7	- - -	- - -	- - -	- - -	- - -
9. Wrexham, Ruabon, and Llangollen -	9 7 8	- - -	828 15 6	- - -	- - -	- - -	1 4 4	- - -
£	1,818 13 10	- - -	4,803 18 8	197 0 0	- - -	- - -	193 16 5	- - -
COUNTY OF FLINT.								
1. Chester and Northop - -	72 4 6	- - -	585 0 0	- - -	- - -	- - -	9 10 10	- - -
2. Denbigh and Rhyddlan - -	259 14 6	- - -	421 13 4	- - -	- - -	- - -	26 4 6	- - -
3. Flint, Holywell, and Mostyn -	47 6 2	- - -	3,400 0 0	589 8 6	- - -	- - -	20 1 7	- - -
4. Lower King's Ferry - -	867 19 6	- - -	1,370 0 0	562 15 11	- - -	- - -	288 16 0	- - -
5. Mold and Broughton and Branch -	- - -	6 14 11	520 0 0	- - -	- - -	- - -	- - -	- - -
6. Mold and Denbigh - -	10 10 10	- - -	580 0 0	- - -	- - -	- - -	2 36 18 0	- - -
7. Overton District - -	492 10 11	- - -	756 18 4	- - -	- - -	- - -	7 13 0	- - -
8. Pontblyddyn and Llandegla -	115 13 4	- - -	219 10 6	- - -	- - -	- - -	47 6 5	- - -
9. Whitchurch and Marchwiell -	143 8 7	- - -	753 1 9	- - -	- - -	- - -	53 10 0	- - -
10. Wrexham and Mold - -	- - -	87 3 11	675 0 0	- - -	- - -	- - -	- - -	- - -
£	2,009 8 4	93 18 10	9,281 3 11	1,152 4 5	- - -	- - -	490 0 4	- - -
COUNTY OF MERIONETH.								
1. Aberdovey District - -	9 19 11	- - -	146 0 6	- - -	- - -	0 2 6	- - -	- - -
2. Bala District - -	293 2 1	- - -	804 10 0	- - -	- - -	- - -	2 0 0	- - -
3. Dolgelly, Mowddy, and Towyn -	615 6 3	- - -	1,370 14 4	- - -	- - -	- - -	16 11 6	- - -
4. Edeirnion - -	127 12 0	- - -	573 6 7	- - -	- - -	1 0 0	3 0 0	- - -
5. Festiniog, Maentwrog, and Har- ech - - -	201 7 8	- - -	563 1 9	- - -	- - -	- - -	- - -	- - -
£	1,247 7 11	- - -	3,457 13 2	- - -	- - -	1 2 6	21 11 6	- - -

a Including materials, &c.

b Including team labour.

c Including 20l. gratuity.

WALES.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 200 0 0	60 4 0	15 13 0	26 16 6	- - -	- - -	1 6 4	5 0 0	15 0 0	15 0 0
2. 3,768 12 8	a 2,498 15 8	- - -	- - -	- - -	50 8 6	51 1 0	- - -	180 0 0	242 16 0
3,968 12 8	2,558 19 8	15 13 0	26 16 6	- - -	50 8 6	52 7 4	5 0 0	195 0 0	257 16 0
1. 3,664 15 1	691 13 11	375 17 11	763 18 9	- - -	- - -	83 4 2	21 0 0	105 0 0	160 0 0
2. 137 10 0	42 3 2	10 17 0	4 15 9	- - -	- - -	1 19 0	- - -	5 5 0	3 15 0
3. 999 18 7	a 450 0 0	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	30 0 0
4. 11 7 6	5 0 4	- - -	- - -	- - -	- - -	- - -	- - -	3 3 0	4 0 0
4,813 11 2	1,188 17 5	386 14 11	768 14 6	- - -	- - -	85 3 2	21 0 0	123 8 0	197 15 0
1. 400 0 0	90 7 0	66 4 1	43 0 6	- - -	6 7 6	17 11 3	- - -	10 0 0	20 0 0
2. 102 7 11	72 0 10	- - -	- - -	- - -	- - -	0 3 6	- - -	10 0 0	- - -
3. 767 5 5	557 5 3	58 15 10	5 6 7	- - -	- - -	17 9 2	10 0 0	10 0 0	44 9 8
4. 562 12 9	167 18 7	25 5 7	18 1 8	- - -	- - -	12 5 2	5 0 0	20 0 0	25 0 0
5. 608 6 4	246 9 2	50 5 0	6 6 0	- - -	- - -	7 7 5	- - -	10 0 0	28 0 0
6. 689 13 6	154 17 0	44 6 1	52 0 1	- - -	- - -	5 0 11	- - -	15 0 0	28 18 6
7. 1,028 16 9	605 17 8	138 1 0	22 15 3	- - -	0 16 8	17 12 2	- - -	20 0 0	72 0 0
8. 205 12 7	101 11 8	13 19 0	12 8 9	- - -	- - -	5 0 2	- - -	- - -	- - -
9. 829 19 10	401 4 5	172 4 3	15 6 0	- - -	- - -	134 11 8	- - -	40 0 0	60 0 0
5,194 15 1	2,397 11 7	569 0 10	175 4 10	- - -	7 4 2	217 1 5	15 0 0	135 0 0	278 8 2
1. 594 10 10	120 18 11	- - -	b 121 7 11	- - -	- - -	2 13 9	- - -	20 0 0	20 0 0
2. 447 17 10	187 2 1	130 9 2	106 6 4	- - -	- - -	2 12 3	- - -	20 0 0	c 72 17 4
3. 4,009 10 1	774 10 6	1,038 7 2	- - -	- - -	5 8 0	65 5 2	13 12 1	70 0 0	126 6 0
4. 2,221 11 11	d 1,279 0 11	- - -	- - -	- - -	- - -	31 17 7	- - -	50 0 0	30 0 0
5. 520 0 0	154 12 6	- - -	b 140 12 7	- - -	6 5 0	- - -	- - -	25 0 0	30 0 0
6. 616 18 0	288 16 2	96 9 2	138 4 7	- - -	- - -	12 14 4	- - -	25 0 0	60 0 0
7. 764 11 4	305 15 0	206 11 6	13 10 3	- - -	11 2 6	48 6 8	15 0 0	10 0 0	8 0 0
8. 266 16 11	107 14 7	49 6 0	10 12 3	- - -	- - -	10 10 5	- - -	15 0 0	20 0 0
9. 806 11 9	330 12 5	161 14 7	55 12 10	- - -	4 15 0	38 4 5	10 0 0	15 1 11	31 10 0
10. 675 0 0	211 15 9	122 16 11	55 9 3	- - -	21 10 10	36 19 10	5 5 0	15 0 0	40 0 0
10,923 8 8	3,760 18 10	1,805 14 6	641 15 9	- - -	49 1 4	249 4 5	43 17 1	265 1 11	438 13 4
1. 146 3 0	82 16 0	11 14 4	4 14 4	- - -	- - -	2 4 4	8 0 0	12 0 0	14 6 11
2. 806 10 0	576 13 3	101 0 4	18 12 2	- - -	0 5 0	33 19 8	15 0 0	8 8 0	30 0 0
3. 1,387 5 10	544 8 2	153 2 3	5 1 0	- - -	- - -	132 17 10	- - -	30 0 0	80 0 0
4. 577 6 7	359 5 0	56 17 9	16 14 0	- - -	- - -	6 6 3	- - -	21 0 0	40 0 0
5. 563 1 9	477 13 7	26 15 6	- - -	- - -	- - -	- - -	10 0 0	10 0 0	10 0 0
3,480 7 2	2,040 16 0	349 10 2	45 1 6	- - -	0 5 0	175 8 1	33 0 0	81 8 0	174 6 11

d Including contract work and expense of working ferry.

e Including 25% from Denbigh and Rhuddlan Trust.

WALES.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF ANGLESEY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Beaumaris and Menai Bridge	- - -	36 10 10	34 12 0	- - -	18 1 4	- - -	228 4 0
2. Shrewsbury and Holyhead	- - -	- - -	- - -	- - -	156 1 2	- - -	3,179 2 4
£	- - -	36 10 10	34 12 0	- - -	174 2 6	- - -	3,407 6 4
COUNTY OF CARNARVON.							
1. Carnarvonshire	- - -	217 10 7	40 0 0	a 750 0 0	128 17 7	- - -	3,337 2 11
2. Penmachno	- - -	12 0 0	- - -	- - -	3 17 0	- - -	84 11 11
3. Porthdinllaen and Nanthwynant	- - -	42 18 2	- - -	c 792 10 0	18 3 5	- - -	1,343 11 7
4. Yspytty	- - -	- - -	- - -	- - -	2 5 6	- - -	14 8 10
£	- - -	272 8 9	40 0 0	1,542 10 0	153 3 6	- - -	4,779 15 3
COUNTY OF DENBIGH.							
1. Barnhill and Wrexham	- - 3 8 4	79 7 4	- - -	- - -	19 14 10	- - -	356 0 10
2. Denbigh and Pentre Voelas	- - -	- - -	- - -	- - -	2 14 3	- - -	84 18 7
3. Llanrwst	- - -	- - -	- - -	- - -	10 1 6	- - -	713 8 0
4. Llanrwst and Abergele	- - -	280 0 0	- - -	- - -	16 6 4	- - -	569 17 4
5. Ruthin to Mold	- - -	52 19 7	- - -	- - -	17 5 2	- - -	418 12 4
6. St. Asaph and Conway	- - -	130 1 8	- - -	f 396 0 0	26 9 0	- - -	852 13 3
7. Wrexham to Denbigh through Ruthin	- - -	138 18 5	- - -	g 50 0 0	18 5 4	- - -	1,084 6 6
8. Ditto, Cerrig-y-Druidion Branch	- - -	9 16 8	- - -	h 60 0 0	2 16 4	- - -	205 12 7
9. Wrexham, Ruabon, and Llangollen	- - -	- - -	- - -	- - -	9 2 4	- - -	832 8 8
£	3 8 4	691 3 8	- - -	506 0 0	122 15 1	- - -	5,117 18 1
COUNTY OF FLINT.							
1. Chester and Northop	- - 16 17 10	68 16 1	- - -	50 0 0	6 14 8	- - -	427 9 2
2. Denbigh and Rhyddlan	- - -	3 0 0	- - -	- - -	2 14 3	- - -	579 13 1
3. Flint, Holywell, and Mostyn	- - 22 12 4	333 4 11	69 13 10	k 1,450 0 0	82 1 1	- - -	4,051 1 1
4. Lower King's Ferry	- - 33 7 10	- - -	- - -	l 700 0 0	12 4 6	- - -	2,136 10 10
5. Mold and Broughton and Branch	- - -	60 12 0	- - -	- - -	8 2 4	- - -	425 4 5
6. Mold and Denbigh	- - -	19 13 4	- - -	- - -	24 19 3	- - -	665 16 10
7. Overton District	- - -	45 2 8	- - -	- - -	11 8 8	- - -	674 17 0
8. Pontblyddyn and Llandegla	- - -	58 18 1	- - -	100 0 0	14 14 7	- - -	386 15 11
9. Whitechurch and Marchwiell	- - -	117 13 0	- - -	100 0 0	0 4 0	- - -	865 8 2
10. Wrexham and Mold	- - -	74 10 0	- - -	- - -	8 9 9	- - -	591 17 4
£	72 18 0	781 10 1	69 13 10	2,400 0 0	226 4 9	- - -	10,804 13 10
COUNTY OF MERIONETH.							
1. Aberdovey District	- - -	- - -	- - -	- - -	10 4 4	- - -	146 0 3
2. Bala District	- - -	58 11 7	- - -	100 0 0	14 9 2	- - -	956 19 2
3. Dolgelly, Mowddu, and Towyn	- - 19 13 6	140 4 2	- - -	m 176 0 0	102 0 3	- - -	1,383 7 2
4. Edeirnion	- - -	65 1 6	10 8 0	- - -	18 13 5	- - -	594 5 11
5. Festiniog, Maentwrog, and Harlech	- - -	94 12 2	- - -	- - -	61 7 10	- - -	690 9 1
£	19 13 6	358 9 5	10 8 0	276 0 0	206 15 0	- - -	3,771 1 7

a For debts of 1,000l.

b Including 830l. at one penny per cent.

c For debts of 806l.

d Including 540l. at 2½ per cent.

h For debts of 100l.

i Including 25l. to Mold and Denbigh Trust.

k For debts of 1,499l.

- W A L E S .

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of In- terest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com- position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 700 0 0	5	210 0 0	- - -	- - -	910 0 0	- - -	- - -	- - -	- - -	385 3 0	385 3 0
2. 548 15 0	5	- - -	1,435 17 2	- - -	1,984 12 2	- - -	- - -	- - -	- - -	3,683 12 3	3,683 12 3
1,248 15 0	- -	210 0 0	1,435 17 2	- - -	2,894 12 2	- - -	- - -	- - -	- - -	4,068 15 3	4,068 15 3
1. 4,451 0 0	4	- - -	- - -	- - -	4,451 0 0	- - -	- - -	- - -	- - -	750 8 2	750 8 2
2. 1,230 0 0	3	- - -	12 0 0	- - -	1,242 0 0	- - -	- - -	- - -	- - -	198 9 11	198 9 11
3. 1,855 1 9	2	- - -	169 8 1	- - -	2,024 9 10	- - -	- - -	- - -	- - -	388 14 8	388 14 8
4. 1,188 7 6	c	- - -	- - -	- - -	1,188 7 6	- - -	- - -	- - -	- - -	6 13 0	6 13 0
8,724 9 3	- -	- - -	181 8 1	- - -	8,905 17 4	- - -	- - -	- - -	- - -	1,244 5 9	1,244 5 9
1. 2,221 11 2	4	- - -	5 5 11	- - -	2,226 17 1	- - -	- - -	- - -	- - -	116 1 5	116 1 5
2. 1,500 0 0	1d.	- - -	- - -	- - -	1,500 0 0	- - -	- - -	- - -	64 8 0	52 7 9	116 15 9
3. 100 0 0	5	- - -	- - -	- - -	100 0 0	- - -	- - -	- - -	- - -	502 2 10	502 2 11
4. 10,000 0 0	4	862 18 6	610 0 0	- - -	11,472 18 6	- - -	- - -	- - -	- - -	6 15 9	6 15 9
5. 2,311 2 11	2½	- - -	18 8 0	- - -	2,329 10 11	- - -	- - -	- - -	- - -	882 10 4	882 10 4
6. 2,940 0 0	4	- - -	- - -	- - -	2,940 0 0	- - -	- - -	2 0 0	- - -	170 3 6	172 3 6
7. 3,070 17 7	5	- - -	104 16 10	- - -	3,175 14 5	- - -	- - -	- - -	- - -	158 10 4	158 10 4
8. 200 0 0	5	- - -	- - -	- - -	200 0 0	- - -	- - -	- - -	- - -	- - -	- - -
9. 2,024 8 1	4	65 0 10	119 16 9	- - -	2,209 5 8	- - -	- - -	- - -	- - -	6 18 10	6 18 10
24,367 19 9	- -	927 19 4	858 7 6	- - -	26,154 6 7	- - -	- - -	2 0 0	64 8 0	1,895 10 10	1,961 18 10
1. 3,910 4 3	3	- - -	110 8 4	- - -	4,020 12 7	- - -	- - -	- - -	- - -	239 6 2	239 6 2
2. 60 0 0	5	- - -	- - -	- - -	60 0 0	38 6 8	- - -	6 2 0	- - -	127 19 3	172 7 11
3. 9,494 10 10	3	- - -	- - -	- - -	9,494 10 10	- - -	- - -	- - -	- - -	5 15 2	5 15 2
4. 25,905 9 7	1d.	- - -	- - -	- - -	25,905 9 7	- - -	- - -	- - -	- - -	953 0 7	953 0 7
5. 1,565 0 0	4	- - -	31 0 0	- - -	1,596 0 0	- - -	- - -	- - -	- - -	88 0 8	88 0 8
6. 500 0 0	4	- - -	- - -	38 8 0	538 8 0	20 0 0	- - -	3 10 0	- - -	- - -	23 10 0
7. 900 0 0	5	- - -	35 0 0	- - -	935 0 0	- - -	- - -	- - -	- - -	582 5 3	582 5 3
8. 1,950 0 0	3	15 13 4	- - -	4 5 8	1,969 19 0	109 13 3	- - -	36 3 2	- - -	- - -	145 16 5
9. 2,875 0 0	4	- - -	- - -	- - -	2,875 0 0	- - -	- - -	- - -	- - -	84 12 2	84 12 2
10. 1,894 0 0	4	- - -	74 3 8	4 1 3	1,972 4 11	- - -	- - -	- - -	- - -	- - -	- - -
49,054 4 8	- -	15 13 4	250 12 0	46 14 11	49,367 4 11	167 19 11	- - -	45 15 2	- - -	2,080 19 3	2,294 14 4
1. 666 13 6	5	- - -	32 15 6	- - -	699 9 0	- - -	- - -	- - -	- - -	10 2 8	10 2 8
2. 1,755 0 0	3½	- - -	- - -	- - -	1,755 0 0	- - -	- - -	- - -	- - -	142 12 11	142 12 11
3. 5,539 10 6	3½	129 4 2	404 2 4	- - -	6,072 17 0	- - -	- - -	- - -	58 14 10	619 4 11	677 19 9
4. 1,887 0 0	3½	- - -	- - -	- - -	1,887 0 0	- - -	- - -	- - -	- - -	110 12 8	110 12 8
5. 3,331 0 0	3½	- - -	300 4 7	- - -	3,631 4 7	10 0 0	- - -	- - -	- - -	74 0 4	84 0 4
13,179 4 0	- -	129 4 2	737 2 5	- - -	14,045 10 7	10 0 0	- - -	- - -	58 14 10	956 13 6	1,025 8 4

c According to income, but not paid for many years.

f For debts of 1,400l.

m For debts of 270l.

f For debts of 400l.

n A portion unclaimed.

g For debts of 80l. 4s.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1867.	3. Balance due to the Treasurers on 1st Jan. 1867.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF MONTGOMERY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Cilgwrton, Bettws, and Tregynon -	18 12 8	- - -	106 10 0	31 15 0	- - -	- - -	2 10 0	- - -
2. Montgomery, Second District -	725 0 7	- - -	1,242 11 7	105 0 0	- - -	- - -	20 0 0	- - -
Montgomeryshire, First District :								
3. Abermule by Glanmule, &c. -	- - -	35 2 6	147 11 0	47 0 0	- - -	- - -	1 8 0	- - -
4. Abermule to Llandyssil and Goitre Road -	7 2 1	- - -	20 13 4	5 0 0	- - -	- - -	- - -	- - -
5. Berriew to the Addfa -	- - -	64 8 7	103 14 5	99 10 0	- - -	- - -	0 18 3	- - -
6. Efelbach to Tregynon -	1 15 4	- - -	35 0 0	- - -	- - -	- - -	- - -	- - -
7. Llangerrig to Tynycoed -	- - -	- - -	- - -	- - -	- - -	- - -	a 10 13 8	- - -
8. Llanidloes to Steddafagerrig and Tylwch -	314 13 10	- - -	279 3 10	- - -	- - -	- - -	19 5 0	- - -
9. Llanidloes to Weeg, Caersws, &c. -	214 9 2	- - -	178 0 0	- - -	- - -	- - -	2 5 3	- - -
10. Montgomery to Garthmill -	- - -	24 9 0	223 6 8	- - -	- - -	- - -	10 0 0	- - -
11. Newtown and Caersws to Pont- dolgoch -	58 15 0	- - -	15 10 3	1 0 0	- - -	- - -	- - -	- - -
12. Newtown to Camnant Bridge -	382 14 9	- - -	260 14 10	27 0 0	- - -	- - -	1 5 0	- - -
13. Newtown and Kerry to the Blue Bell -	67 2 4	- - -	151 17 0	72 0 0	- - -	- - -	11 14 9	- - -
14. Newtown to Llanidloes -	323 0 1	- - -	235 9 6	- - -	- - -	0 7 0	38 0 0	- - -
15. Newtown to New Mills Bridge -	- - -	52 10 0	65 15 5	24 0 0	- - -	0 4 0	6 0 0	- - -
16. Newtown to Talurddig -	- - -	311 17 0	133 11 0	79 10 0	- - -	- - -	17 10 0	- - -
17. Rhiew Bridge to Newtown -	277 13 0	- - -	184 1 11	- - -	- - -	- - -	26 0 0	- - -
18. Montgomeryshire, Second District	1,306 13 1	- - -	2,156 6 4	145 14 9	- - -	- - -	86 10 0	- - -
19. Montgomeryshire, Third District -	40 3 6	- - -	1,558 8 3	- - -	- - -	- - -	b 154 3 0	- - -
20. Ditto, Blackwaters and Rednall Branch -	68 16 3	- - -	165 0 0	- - -	- - -	- - -	- - -	- - -
21. Montgomeryshire, Fourth District	355 0 5	- - -	695 18 0	29 17 0	- - -	- - -	20 0 0	- - -
£	4,161 12 1	488 7 1	7,959 3 4	667 6 9	- - -	0 11 0	428 2 11	- - -
SOUTH WALES.								
1. BRECONSHIRE, consolidated -	675 1 3	- - -	2,561 15 1	2,191 17 8	- - -	1 14 0	d 651 16 3	- - -
2. CARDIGANSHIRE, consolidated -	339 14 2	- - -	2,218 18 4	682 16 10	- - -	- - -	150 18 8	- - -
3. CARMARTHENSHIRE, consolidated -	294 17 0	- - -	6,643 13 6	2,827 15 0	- - -	4 4 7	300 18 6	- - -
4. GLAMORGANSHIRE, consolidated -	- - -	316 19 11	10,030 0 0	2,611 7 4	- - -	- - -	e 570 2 3	- - -
5. PEMBROKESHIRE, consolidated -	253 9 11	- - -	1,861 11 8	317 18 9	- - -	4 18 9	82 5 0	- - -
6. RADNORSHIRE, consolidated -	133 0 1	- - -	1,253 19 6	791 3 4	488 0 4	- - -	63 0 0	- - -
£	1,696 2 5	316 19 11	24,569 18 1	9,422 18 11	488 0 4	10 17 4	1,819 0 8	- - -

a From other roads.

b Including 45*l.* 19*s.* 6*d.* dividend from late treasurer's estate.

c Including contract work.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			
							Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 140 15 0	52 18 4	10 5 0	34 13 3	- - -	- - -	0 16 0	1 4 7	0 15 0	3 18 10	
2. 1,367 11 7	458 18 3	136 16 7	385 3 2	- - -	- - -	29 15 2	- - -	38 12 0	50 0 0	
3. 195 19 0	57 19 6	17 1 11	27 1 11	- - -	1 0 0	0 16 3	1 13 0	1 6 3	5 5 6	
4. 25 13 4	8 17 4	- - -	8 1 4	- - -	- - -	- - -	0 4 6	0 3 6	0 14 10	
5. 204 2 8	69 3 6	19 13 2	42 16 1	- - -	2 0 6	1 2 7	1 10 5	1 0 6	4 15 3	
6. 35 0 0	21 12 1	0 5 0	4 17 7	- - -	- - -	- - -	0 7 0	0 4 6	1 2 3	
7. 10 13 8	8 3 4	0 13 6	1 16 10	- - -	- - -	- - -	- - -	- - -	- - -	
8. 298 8 10	102 17 7	6 13 3	25 12 6	- - -	2 0 0	1 4 7	3 0 3	2 14 0	12 5 0	
9. 180 5 3	69 8 5	22 4 6	19 10 0	- - -	1 2 6	5 9 6	2 1 4	1 11 0	6 12 4	
10. 233 6 8	78 0 0	27 3 3	50 14 3	- - -	- - -	4 19 9	2 12 0	1 15 0	9 1 0	
11. 16 10 3	7 3 9	- - -	5 2 0	- - -	- - -	- - -	0 3 5	0 3 6	0 11 2	
12. 288 19 10	73 16 4	98 17 7	91 16 7	- - -	- - -	8 10 1	2 15 10	2 13 6	9 6 0	
13. 235 11 9	64 1 11	25 16 1	29 15 0	- - -	- - -	1 7 0	1 15 0	1 6 6	7 9 6	
14. 273 16 6	67 19 2	10 6 1	37 8 7	- - -	- - -	0 5 0	3 3 4	2 14 0	13 18 0	
15. 95 19 5	30 18 7	- - -	11 12 7	- - -	- - -	0 13 8	0 13 6	0 17 3	3 13 2	
16. 230 11 0	47 10 3	3 13 0	22 11 9	- - -	0 10 0	13 0 0	1 11 0	1 9 0	7 4 8	
17. 210 1 11	67 10 11	19 10 8	45 4 6	- - -	5 10 6	0 6 6	2 4 10	2 2 0	8 12 6	
18. 2,388 11 1	659 5 2	279 16 8	463 12 7	- - -	- - -	62 9 1	- - -	42 0 0	100 0 0	
19. 1,712 11 3	407 10 9	188 8 11	304 15 7	- - -	10 0 0	65 19 6	- - -	26 0 0	100 0 0	
20. 165 0 0	55 3 0	10 18 7	17 2 6	- - -	4 0 0	13 5 1	- - -	10 0 0	15 0 0	
21. 745 15 0	<i>c</i> 212 17 3	39 11 6	0 9 0	- - -	1 18 0	13 16 11	15 0 0	30 0 0	45 10 0	
9,055 4 0	2,621 15 5	907 15 3	1,629 17 7	- - -	28 1 6	223 16 8	40 0 0	167 7 6	405 0 0	
1. 5,407 3 0	908 3 3	- - -	1,665 0 8	- - -	- - -	26 19 4	5 9 6	80 0 0	203 6 8	
2. 3,052 13 10	892 0 7	- - -	1,166 2 8	- - -	- - -	52 1 8	12 10 0	100 0 0	200 0 0	
3. 9,776 11 7	1,947 2 10	- - -	3,674 16 8	3 10 0	- - -	22 0 10	- - -	181 10 0	396 0 0	
4. 13,211 9 7	3,017 6 3	103 13 9	5,070 6 2	- - -	- - -	233 3 10	18 16 0	241 13 4	520 0 0	
5. 2,266 14 2	433 0 5	- - -	829 16 6	- - -	- - -	32 9 0	9 3 9	70 0 0	125 0 0	
6. 2,596 3 2	599 9 7	- - -	582 19 0	- - -	21 4 4	80 0 11	- - -	10 0 0	180 9 6	
36,310 15 4	7,797 2 11	103 13 9	12,989 1 8	3 10 0	21 4 4	446 15 7	45 19 3	683 3 4	1,624 16 2	

d Including 380*l.* from railway company.*e* Including 100*l.* from Corporation of Swansea towards footpaths.

(Continued on page 92.)

(Continued from page 91.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF MONTGOMERY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Cilgwrton, Bettws, and Tregynon -	2 5 0	- - -	14 0 0	- - -	3 6 7	- - -	124 2 7
2. Montgomery, Second District -	5 12 6	116 7 3	- - -	- - -	42 13 10	- - -	1,263 18 9
Montgomeryshire, First District :							
3. Abermule by Glanmule, &c. -	1 0 0	68 7 4	- - -	- - -	27 4 1	- - -	208 15 9
4. Abermule to Llandyssil and Goitre Road - - -	1 0 0	- - -	- - -	- - -	0 15 10	- - -	19 17 4
5. Berriew to the Addfa - - -	3 0 0	110 7 2	- - -	- - -	1 18 5	- - -	247 7 7
6. Efelbach to Tregynon - - -	- - -	- - -	- - -	- - -	0 7 7	- - -	28 16 0
7. Llangerrig to Tynycoed - - -	- - -	- - -	- - -	- - -	- - -	- - -	10 13 8
8. Llanidloes to Steddagerrig and Tylwch - - -	- - -	5 120 1 9	- - -	- - -	4 13 6	- - -	281 2 5
9. Llanidloes to Weeg, Caersws, &c. -	- - -	9 8 6	- - -	- - -	2 16 6	- - -	140 4 7
10. Montgomery to Garthmill - - -	- - -	- - -	90 18 7	- - -	5 4 10	- - -	270 8 8
11. Newtown and Caersws to Pont- dolgoch - - -	- - -	- - -	- - -	- - -	0 6 10	- - -	13 10 8
12. Newtown to Camnant Bridge - - -	- - -	- - -	- - -	- - -	4 9 0	- - -	292 4 11
13. Newtown and Kerry to the Blue Bell - - -	2 5 0	120 0 10	- - -	- - -	2 8 11	- - -	256 5 9
14. Newtown to Llanidloes - - -	- - -	79 1 9	- - -	- - -	4 15 0	- - -	219 10 11
15. Newtown to New Mills Bridge - - -	2 0 0	85 2 4	- - -	- - -	1 5 11	- - -	136 17 0
16. Newtown to Talurddig - - -	1 15 0	17 6 0	- - -	430 0 0	17 19 6	- - -	164 10 2
17. Rhiew Bridge to Newtown - - -	- - -	34 17 6	- - -	- - -	3 11 11	- - -	189 11 10
18. Montgomeryshire, Second District	75 7 7	1,061 17 7	230 11 10	208 0 0	38 7 6	- - -	3,221 8 0
19. Montgomeryshire, Third District -	- - -	415 14 0	- - -	- - -	97 7 6	- - -	1,615 16 3
20. Ditto, Blackwaters and Rednall Branch - - -	- - -	29 7 10	- - -	- - -	18 7 2	- - -	173 4 2
21. Montgomeryshire, Fourth District	- - -	472 0 10	- - -	- - -	20 0 8	- - -	851 4 2
£	94 5 1	2,740 0 8	335 10 5	238 0 0	298 1 1	- - -	9,729 11 2
SOUTH WALES.							
1. BRECONSHIRE, consolidated -	- - -	606 13 6	128 12 0	1,676 9 0	57 18 8	- - -	5,358 12 7
2. CARDIGANSHIRE, consolidated -	7 13 7	165 18 4	- - -	516 18 6	67 10 5	- - -	3,180 15 9
3. CARMARTHENSHIRE, consolidated -	- - -	777 9 1	88 12 0	2,472 9 1	309 17 5	- - -	9,873 7 11
4. GLAMORGANSHIRE, consolidated -	- - -	893 3 2	89 19 2	2,768 4 2	468 13 11	- - -	13,424 19 9
5. PEMBROKESHIRE, consolidated -	- - -	198 11 0	- - -	617 17 8	103 10 1	- - -	2,419 8 5
6. RADNORSHIRE, consolidated -	- - -	191 4 9	- - -	599 18 7	116 1 1	488 0 4	2,869 8 1
£	7 13 7	2,832 19 10	307 3 2	8,651 17 0	1,123 11 7	488 0 4	37,126 12 6

a Mis-stated in previous Return. b Including arrears. c Unclaimed. d For debts of 50%.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of In- terest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1867.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com- position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1867.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. a 7,200 0 0	3	- -	432 0 0	- -	7,632 0 0	- -	- -	- -	- -	35 5 1	35 5 1
2. 3,934 0 0	3	- -	115 2 5	- -	4,049 2 5	- -	- -	- -	- -	828 13 5	828 13 5
3. 1,397 5 0	5	- -	206 6 7	47 19 3	1,651 10 10	- -	- -	- -	- -	- -	- -
4. 554 1 0	5	- -	358 11 1	- -	912 12 1	- -	- -	- -	- -	12 18 1	12 18 1
5. 1,532 0 0	5	- -	10 4 7	107 13 6	1,649 18 1	- -	- -	- -	- -	- -	- -
6. - - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	7 19 4	7 19 4
7. - - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	- -	- -
8. 1,770 0 0	5	- -	- - -	- - -	1,770 0 0	- -	- -	- -	- -	332 0 3	332 0 3
9. 170 0 0	5	- -	- - -	- - -	170 0 0	- -	- -	- -	- -	254 9 10	254 9 10
10. c 100 0 0	5	- -	- - -	61 11 0	161 11 0	- -	- -	- -	- -	- -	- -
11. 630 0 0	5	- -	729 10 0	- -	1,359 10 0	- -	- -	- -	- -	61 14 7	61 14 7
12. 5,676 0 0	5	- -	10,535 14 0	- -	16,211 14 0	- -	- -	- -	- -	379 9 8	379 9 8
13. 2,407 7 8	5	- -	413 19 10	- -	2,821 7 6	- -	- -	- -	- -	46 8 4	46 8 4
14. 1,583 0 0	5	- -	- - -	- - -	1,583 0 0	- -	- -	- -	- -	377 5 8	377 5 8
15. 1,458 0 0	5	- -	116 6 7	93 7 7	1,667 14 2	- -	- -	- -	- -	- -	- -
16. 3,502 0 0	5	- -	535 18 0	245 16 2	4,283 14 2	- -	- -	- -	- -	- -	- -
17. 700 0 0	5	- -	- - -	- - -	700 0 0	- -	- -	- -	- -	298 3 1	298 3 1
18. 21,457 5 6	4	- -	1,176 1 5	- -	22,633 6 11	28 0 5	- -	78 5 3	0 10 0	473 16 2	580 11 10
19. 10,372 0 0	4	- -	226 9 10	- -	10,598 9 10	- -	- -	- -	- -	136 18 6	136 18 6
20. 676 16 0	5	- -	26 7 0	- -	703 3 0	- -	- -	2 0 0	- -	60 12 1	62 12 1
21. 6,519 10 0	5	- -	211 17 5	- -	6,731 7 5	18 16 8	- -	- -	- -	249 11 3	268 7 11
71,639 5 2	- -	- -	15,094 8 9	556 7 6	87,290 1 5	46 17 1	- -	80 5 3	0 10 0	3,555 5 4	3,682 17 8
1. f 15,798 14 9	3½	- -	- - -	- - -	15,798 14 9	- -	- -	- -	- -	723 11 8	723 11 8
2. 4,716 8 11	3½	- -	- - -	- - -	4,716 8 11	- -	- -	- -	- -	211 12 3	211 12 3
3. 22,062 7 9	3½	- -	- - -	- - -	22,062 7 9	- -	- -	- -	- -	198 0 8	198 0 8
4. 25,400 1 1	3½	- -	- - -	530 10 1	25,930 11 2	1,528 0 0	- -	- -	- -	- -	1,528 0 0
5. 5,644 12 2	3½	- -	- - -	- - -	5,644 12 2	- -	- -	- -	- -	100 15 8	100 15 8
6. 5,433 1 0	3½	- -	- - -	140 4 10	5,573 5 10	- -	- -	- -	- -	- -	- -
79,055 5 8	- -	- -	- - -	670 14 11	79,726 0 7	1,528 0 0	- -	- -	- -	1,234 0 3	2,762 0 3

c For debts of 260l.

f Including 1,200l. for which an annuity of 91l. 4s. 10d. is payable until 1873.

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

TURNPIKE TRUSTS.

AN ABSTRACT OF THE GENERAL STATEMENTS

OF THE

Income and Expenditure

OF THE SEVERAL

T U R N P I K E T R U S T S

IN

S C O T L A N D,

BETWEEN THE TERM OF WHITSUNDAY 1866 AND THE TERM OF
WHITSUNDAY 1867.

PURSUANT TO THE ACT 12 & 13 VICT. CAP. 31.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

AN ABSTRACT OF THE GENERAL STATEMENTS OF THE INCOME

1. NAMES OF COUNTIES.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME.				
			4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. TOTAL INCOME.
SCOTLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Trusts.							
ABERDEEN - - -	—	—	—	—	—	—	—
ARGYLL - - -	—	—	—	—	—	—	—
AYR - - - 18	4,295 1 0	331 9 1	16,878 15 10	- - -	960 10 0	- - -	17,839 5 10
BANFF - - - 15	2,311 18 9	289 5 5	1,946 15 7	- - -	1,577 13 3	- - -	3,524 8 10
BERWICK - - - 9	17,368 14 10	211 3 11	4,453 1 7	- - -	613 10 5	- - -	5,066 12 0
BUTE - - -	—	—	—	—	—	—	—
CAITHNESS - - -	—	—	—	—	—	—	—
CLACKMANNAN - - 3	53 6 10	92 7 3	3,287 2 4	- - -	29 14 7	- - -	3,316 16 11
DUMBARTON - - 8	4,377 1 11	318 7 10	4,641 10 11	- - -	807 0 3	- - -	5,448 11 2
DUMFRIES - - - 6	4,349 16 4	- - -	4,596 12 0	- - -	230 13 10	- - -	4,827 5 10
EDINBURGH - - - 4	721 13 5	- - -	20,101 7 2	- - -	1,895 4 4	- - -	21,996 11 6
ELGIN - - - 1	337 17 3	- - -	209 1 4	- - -	59 14 3	- - -	268 15 7
FIFE - - - 7	3,260 7 8	- - -	10,715 16 5	- - -	852 9 11	- - -	11,568 6 4
FORFAR - - - 18	3,926 0 3	4,471 5 11	9,531 19 0	- - -	194 5 0	3 12 7	9,729 16 7
HADDINGTON - - 1	—	1,053 19 6	2,299 9 4	- - -	7,481 7 8	- - -	9,780 17 0
INVERNESS - - -	—	—	—	—	—	—	—
KINCARDINE - - 6	5,226 7 6	225 12 6	1,865 10 5	- - -	201 0 4	- - -	2,066 10 9
KINROSS - - - 4	1,081 14 9	25 17 6	2,128 12 11	- - -	196 0 0	- - -	2,324 12 11
KIRKCUDBRIGHT - -	—	—	—	—	—	—	—
LANARK - - - 22	17,622 2 10	847 1 0	53,310 2 8	- - -	633 3 11	15,768 5 11	69,711 12 6
LINLITHGOW - - 3	578 18 9	166 12 2	2,183 2 1	- - -	108 2 4	- - -	2,291 4 5
NAIRN - - -	—	—	—	—	—	—	—
ORKNEY - - -	—	—	—	—	—	—	—
PEEBLES - - -	—	—	—	—	—	—	—
PERTH - - - 28	9,854 17 7	1,745 12 9	12,049 7 4	- - -	985 0 10	200 0 0	13,234 8 2
RENFREW - - - 5	723 2 8	3,199 8 11	18,258 11 5	- - -	94 0 2	- - -	18,352 11 7
ROSS AND CROMARTY -	—	—	—	—	—	—	—
ROXBURGH - - - 12	5,015 19 9	945 12 8	5,282 1 8	3 11 6	707 8 5	- - -	5,993 1 7
SELKIRK - - - 2	74 13 6	353 15 2	505 14 9	- - -	134 10 2	- - -	640 4 11
STIRLING - - - 9	2,075 16 0	301 4 2	7,101 10 1	- - -	158 1 5	- - -	7,259 11 6
SUTHERLAND - - -	—	—	—	—	—	—	—
WIGTOWN - - - 2	2,232 14 11	- - -	250 5 10	- - -	1,602 2 3	- - -	1,852 8 1
TOTAL - 183	85,488 6 6	14,578 15 9	181,596 10 8	3 11 6	19,521 13 4	15,971 18 6	217,093 14 0

Home Office, Whitehall, 22d July 1869.

EXPENDITURE OF THE SEVERAL TURNPIKE TRUSTS IN SCOTLAND, between the Term of WHITSUNDAY 1866 and the Term of WHITSUNDAY 1867, pursuant to the 12th and 13th Vict. Cap. 31.

EXPENDITURE.																	DEBTS.						ARREARS OF INCOME.			
9	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.	29.	30.	31.	32.	33.	34.	35.
Annual	Carriage	Materials	Land	Damage	Tradesmen's	Salaries of			Law	Interest of	Annuities.	Improvements.	Watering	Debts	Incidental	TOTAL	Bonded	Rate	Floating	Unpaid	Balance	TOTAL	Arrears	Arrears of	Arrears	Balance in
Labour.	of	for	purchased.	done	Bills.	Treasurer.	Clerk.	Surveyor.	Charges.	Debt.			Roads.	paid off.	Expenses.	EXPENDITURE.	or	of	Debts.	Interest.	due to	DEBTS.	of	other	of	Treasurers'
	Materials.	Surface Repairs.		in													Mortgage	Interest			on		Tolls for	Receipts	former	Hands
				obtaining													Debts.	per			this Account.		current	for	Years.	on
				Materials.														Cent.					Year.	current Year.		this Account.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Average.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1 4 0	746 6 2	4,428 0 5	620 0 0	80 16 11	665 11 8	405 14 8	261 17 11	837 0 10	123 6 3	566 16 1	- - -	1,615 14 11	- - -	690 0 0	1,032 16 11	16,790 6 9	70,527 10 7	4 ³ / ₄	1,942 15 5	69,612 16 1	285 6 1	142,368 8 2	206 17 2	- - -	- - -	5,297 17
9 17 6	- - -	- - -	- - -	- - -	24 1 7	88 16 0	52 14 2	113 0 2	- - -	1,725 6 5	- - -	- - -	- - -	1,513 3 3	144 16 11	5,061 16 0	10,756 12 9	- - -	- - -	12,574 16 10	248 10 4	23,579 19 11	5 5 4	89 6 4	- - -	733 16
4 14 4	- - -	282 7 4	- - -	6 0 0	60 10 3	- - -	180 4 0	226 17 6	43 11 9	2,063 17 6	- - -	321 10 3	- - -	- - -	254 17 4	5,574 10 3	55,310 8 11	2 ¹ / ₂	- - -	19,976 1 3	368 7 5	75,654 17 7	112 15 5	- - -	125 7 2	17,018 0
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1 6 4	317 16 4	158 6 1	- - -	- - -	36 2 9	- - -	70 0 0	180 4 0	- - -	1,627 4 9	- - -	19 8 10	- - -	- - -	83 5 11	3,343 15 0	53,210 0 0	2 ¹ / ₄	- - -	- - -	124 3 9	53,334 3 9	- - -	- - -	- - -	58 5
7 13 11	81 2 0	826 17 8	- - -	18 6 7	179 14 7	50 0 0	85 5 0	251 0 0	8 0 11	703 13 11	- - -	292 18 11	- - -	500 0 0	379 10 2	5,364 3 8	58,060 18 11	4 ¹ / ₂	1,596 3 2	21,304 14 2	124 12 8	81,086 8 11	169 5 0	- - -	3,264 12 6	4,267 14
3 9 9	25 7 6	772 13 3	- - -	6 14 6	130 19 6	50 0 0	214 0 10	478 0 0	507 2 6	451 8 2	- - -	180 10 4	- - -	200 0 0	192 2 6	5,642 8 10	40,192 12 7	4	- - -	18,000 11 4	69 10 2	58,262 14 1	- - -	- - -	- - -	3,604 3
5 3 3	4,182 13 2	- - -	27 16 0	85 13 3	626 13 10	- - -	428 17 0	1,370 3 4	53 4 2	301 17 3	- - -	4,209 16 11	- - -	412 10 0	258 14 8	22,263 2 10	3,500 0 0	4 ³ / ₄	- - -	- - -	570 0 10	4,070 0 10	- - -	- - -	- - -	1,025 2 1
4 17 4	- - -	- - -	- - -	- - -	- - -	10 10 0	5 5 0	- - -	- - -	103 19 0	- - -	- - -	- - -	297 0 0	- - -	431 11 4	1,782 0 0	5	44 0 0	19 3 0	- - -	1,845 3 0	- - -	- - -	- - -	175 1
7 2 5	1,670 11 3	1,357 11 3	- - -	93 16 2	313 7 11	144 8 4	226 13 3	784 10 5	- - -	248 4 0	- - -	207 15 6	14 0 6	970 0 0	240 8 8	11,758 9 8	14,305 0 0	1 ¹ / ₄	450 0 0	- - -	- - -	14,755 0 0	163 0 0	77 17 10	127 6 5	3,070 4
1 8 9	273 12 5	495 4 11	- - -	3 9 10	664 12 5	96 14 6	340 12 8	547 15 0	- - -	1,848 18 2	- - -	10 12 0	- - -	848 11 10	333 13 5	10,505 5 11	73,119 4 3	3 ¹ / ₂	- - -	12,381 6 2	4,411 14 4	89,912 4 9	143 0 0	- - -	- - -	3,090 19
5 3 6	- - -	- - -	- - -	57 4 4	30 15 4	- - -	350 0 0	600 0 0	- - -	244 1 11	- - -	10 17 7	- - -	3,050 0 0	250 16 10	10,748 19 6	6,600 0 0	4 ¹ / ₂	- - -	- - -	2,022 2 0	8,622 2 0	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
9 11 2	- - -	- - -	2 0 4	- - -	7 9 11	19 16 6	82 15 0	87 19 6	- - -	772 15 10	- - -	32 4 10	- - -	- - -	102 9 7	1,947 2 8	31,139 1 3	4	- - -	15,751 5 11	198 10 5	47,088 17 7	28 5 0	100 0 0	585 13 9	5,318 13
9 4 6	143 5 8	402 0 3	- - -	- - -	63 18 3	83 8 0	36 11 1	170 0 0	2 19 9	762 2 7	- - -	- - -	- - -	- - -	60 17 11	2,124 8 0	40,250 12 10	4 ¹ / ₂	358 10 0	8,007 19 9	50 7 2	48,667 9 9	263 5 7	45 0 0	- - -	1,306 9
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0 12 3	1,224 11 0	5,614 11 7	467 14 2	23 8 10	1,802 16 7	769 5 0	677 10 0	1,092 15 0	5,296 9 5	6,771 3 10	- - -	13,864 7 11	393 11 0	1,726 18 5	983 2 0	57,568 17 0	257,999 5 8	4 ¹ / ₂	7,809 7 8	127,806 17 7	776 3 2	394,391 14 1	625 2 5	- - -	601 18 9	29,694 0
0 16 6	18 18 0	459 8 4	- - -	8 17 6	46 6 9	- - -	60 0 0	152 0 0	12 1 4	223 18 4	- - -	269 18 9	- - -	- - -	43 7 0	2,115 12 6	5,077 9 9	4 ¹ / ₂	- - -	- - -	16 12 3	5,094 2 0	- - -	19 10 0	- - -	604 10
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5 18 11	438 15 1	253 10 8	- - -	50 17 9	291 0 7	87 2 6	373 0 0	760 11 6	142 0 8	3,620 14 11	- - -	1,173 18 3	- - -	54 17 2	508 14 6	13,522 2 6	212,603 8 6	4 ¹ / ₂	- - -	197,069 12 10	1,834 6 4	411,507 7 8	54 3 8	- - -	863 14 4	9,655 16
9 3	- - -	7,610 2 0	- - -	24 16 3	486 5 1	- - -	439 10 0	282 10 0	453 15 6	1,900 15 6	- - -	150 0 0	86 5 5	400 0 0	404 18 11	17,056 7 11	114,518 4 9	4 ³ / ₄	2,138 13 0	18,431 13 3	1,583 6 2	136,671 17 2	- - -	- - -	- - -	403 3
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8 8	- - -	359 7 10	- - -	- - -	153 19 8	- - -	204 9 6	439 18 0	9 15 0	873 12 4	40 0 0	600 15 7	- - -	20 0 0	838 9 3	5,825 15 10	33,959 14 6	4 ¹ / ₂	- - -	31,422 17 10	294 0 8	65,676 13 0	105 6 10	200 0 0	71 3 5	4,531 13
2 7	62 18 3	39 5 4	- - -	- - -	70 18 4	- - -	45 0 0	69 11 0	- - -	21 12 8	10 18 7	52 16 5	- - -	- - -	53 16 7	727 19 9	732 16 5	3	- - -	- - -	419 6 11	1,152 3 4	- - -	- - -	- - -	52 10
1 1	117 12 4	86 14 1	- - -	28 16 1	25 10 6	- - -	276 0 0	407 10 0	41 1 3	1,609 5 11	- - -	24 7 6	- - -	208 0 0	829 10 6	7,494 9 3	66,036 15 9	3 ¹ / ₂	- - -	9,047 0 0	496 19 7	75,580 15 4	- - -	492 0 0	723 5 0	2,036 13
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—	—	—	—	—	—	6 12 0	- - -	- - -	32 14 9	14 3 0	- - -	1,671 15 10	- - -	300 0 0	18 2 9	2,043 8 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	21 15 3	- - -	2,041 14
6 0	9,303 9 2	23,141 1 0	1,117 10 6	488 18 0	5,180 15 6	1,812 7 6	4,410 5 5	8,851 6 3	6,726 3 3	26,455 12 1	50 18 7	24,709 10 4	493 16 11	11,191 0 8	7,014 12 4	207,910 13 6	1,149,681 17 5	- - -	14,339 9 3	561,406 16 0	13,894 0 3	1,739,322 2 11	1,876 6 5	1,045 9 5	6,363 1 4	93,986 1

AN ABSTRACT of the General Statements of the INCOME and EXPENDITURE
of the several TURNPIKE TRUSTS in SCOTLAND, between the Term of
Whitsunday 1866 and the Term of Whitsunday 1867,—viz.

County of ABERDEEN.

—	ARGYLL.					
—	AYR	-	-	18 Trusts	}	p. 6-9
—	BANFF	-	-	15 Trusts		
—	BERWICK	-	-	9 Trusts		
—	BUTE.					
—	CAITHNESS.					
—	CLACKMANNAN	-	-	3 Trusts	}	p. 10-13
—	DUMBARTON	-	-	8 Trusts		
—	DUMFRIES	-	-	6 Trusts		
—	EDINBURGH	-	-	4 Trusts		
—	ELGIN	-	-	1 Trust		
—	FIFE	-	-	7 Trusts		
—	FORFAR	-	-	18 Trusts	}	p. 14-17
—	HADDINGTON	-	-	1 Trust		
—	INVERNESS	-	-	-		
—	KINCARDINE	-	-	6 Trusts		
—	KINROSS	-	-	4 Trusts		
—	KIRKCUDBRIGHT	-	-	-		
—	LANARK	-	-	22 Trusts		
—	LINLITHGOW	-	-	3 Trusts	}	p. 18-21
—	NAIRN	-	-	-		
—	ORKNEY	-	-	-		
—	PEEBLES	-	-	-		
—	PERTH	-	-	28 Trusts		
—	RENFREW	-	-	5 Trusts		
—	ROSS AND CROMARTY.					
—	ROXBURGH	-	-	12 Trusts	}	p. 22-25
—	SELKIRK	-	-	2 Trusts		
—	STIRLING	-	-	9 Trusts		
—	SUTHERLAND	-	-	-		
—	WIGTOWN	-	-	2 Trusts		

SCOTLAND.

1. NAMES OF TRUSTS.	2.	3.	INCOME.				
	Balance in Treasurers' Hands on last Account.	Balance due to the Treasurers on last Account.	4.	5.	6.	7.	8.
			Revenue received from Tolls.	Revenue from Fines.	Revenue from Incidental Receipts.	Amount of Money borrowed on the Security of the Tolls.	TOTAL INCOME.
COUNTY OF AYR.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Ayr - - - - -	- - -	55 12 2	4,024 15 4	- - -	129 7 0	- - -	4,154 2 4
Beith District:—							
2. Clerksbridge&MaichbridgeRoad	1,173 4 9	- - -	1,202 6 8	- - -	33 0 9	- - -	1,235 7 5
3. Kersebridge Road - - -	136 17 7	- - -	326 0 0	- - -	3 1 0	- - -	329 1 0
4. Oldhall Bridge Road - - -	- - -	55 0 0	79 15 11	- - -	- - -	- - -	79 15 11
5. Girvan - - - - -	388 8 0	- - -	1,067 3 0	- - -	2 0 0	- - -	1,069 3 0
6. Irvine Bridge - - - - -	293 2 1	- - -	- - -	- - -	12 10 9	- - -	12 10 9
Irvine District:—							
7. Fergus-hill Road - - -	75 19 8	- - -	75 0 0	- - -	1 5 9	- - -	76 5 9
8. Girdle Road - - - - -	14 5 9	- - -	43 2 1	- - -	0 18 4	- - -	44 0 5
9. Kelly Bridge Road - - -	- - -	94 18 2	1,639 7 6	- - -	153 10 0	- - -	1,792 17 6
10. Stewarton Road - - - -	89 17 8	- - -	249 5 9	- - -	102 15 0	- - -	352 0 9
11. Kilmarnock - - - - -	602 7 8	- - -	3,738 3 11	- - -	13 8 8	- - -	3,751 12 7
Largs District:—							
12. Dykehead Road - - - -	- - -	32 3 0	100 13 0	- - -	- - -	- - -	100 13 0
13. Howrat Road - - - - -	52 15 8	- - -	137 16 9	- - -	1 12 9	- - -	139 9 6
Lochlibo District:—							
14. Lochlibo Road - - - -	42 3 11	- - -	206 6 3	- - -	10 7 6	- - -	216 13 9
15. Monkridden Road - - -	- - -	28 2 9	55 0 0	- - -	- - -	- - -	55 0 0
16. Mauchline - - - - -	837 8 6	- - -	1,580 5 8	- - -	107 1 6	- - -	1,687 7 2
17. Maybole - - - - -	588 9 9	- - -	2,082 17 0	- - -	389 11 0	- - -	2,472 8 0
18. Stewarton - - - - -	- - -	65 13 0	270 17 0	- - -	- - -	- - -	270 17 0
£	4,295 1 0	331 9 1	16,878 15 10	- - -	960 10 0	- - -	17,839 5 10
COUNTY OF BANFF.							
1. Aberlour and Inveravon - -	695 15 7	- - -	102 0 0	- - -	b 62 4 8	- - -	164 4 8
2. Boat of Bridge - - - - -	137 9 10	- - -	41 13 4	- - -	3 18 4	- - -	45 11 8
3. Boharm Suspension Bridge	154 6 0	- - -	39 10 0	- - -	b 62 6 4	- - -	101 16 4
4. Botriphnie - - - - -	70 0 0	- - -	78 0 0	- - -	b 83 8 6	- - -	161 8 6
5. Boyndie - - - - -	17 5 1	- - -	233 0 0	- - -	b 88 0 4	- - -	321 0 4
6. Cullen - - - - -	49 5 6	- - -	276 15 3	- - -	b 57 1 8	- - -	333 16 11
7. Deskford - - - - -	- - -	40 8 4	111 0 0	- - -	b 38 18 2	- - -	149 18 2
8. Eastside Bridge - - - -	456 13 7	- - -	161 0 0	- - -	b 112 13 8	- - -	273 13 8
9. Enzie - - - - -	69 8 3	- - -	115 11 0	- - -	b 24 1 11	- - -	139 12 11
10. Fochabers - - - - -	34 18 0	- - -	41 0 0	- - -	b 28 1 11	- - -	69 1 11
11. Forglen - - - - -	- - -	7 0 7	78 1 8	- - -	b 7 16 0	- - -	85 17 8
12. Keith - - - - -	242 0 2	- - -	110 16 8	- - -	b 107 4 8	- - -	218 1 4
13. Marnoch - - - - -	339 2 2	- - -	285 7 8	- - -	d 787 16 1	- - -	1,073 3 9
14. Port Gordon - - - - -	- - -	241 16 6	105 0 0	- - -	b 36 19 0	- - -	141 19 0
15. Portsoy, Keith, and Huntly	45 14 7	- - -	168 0 0	- - -	b 77 2 0	- - -	245 2 0
£	2,311 18 9	289 5 5	1,946 15 7	- - -	1,577 13 3	- - -	3,524 8 10
COUNTY OF BERWICK.							
1. Berwickshire, Eastern District	43 13 6	- - -	556 8 4	- - -	0 3 4	- - -	556 11 8
2. Coldstream Bridge - - -	10,705 9 0	- - -	- - -	- - -	383 10 2	- - -	383 10 2
3. Cornhill District - - -	2,915 8 2	- - -	491 15 3	- - -	118 0 0	- - -	609 15 3
4. Deanburn District - - -	32 8 1	- - -	699 10 0	- - -	- - -	- - -	699 10 0
5. Dunse and Westruther - -	681 18 9	- - -	30 6 0	- - -	21 15 9	- - -	52 1 9
6. Ladykirk and Norham Bridge	1,150 12 6	- - -	350 0 0	- - -	24 8 0	- - -	374 8 0
7. Mertoun Bridge - - - -	- - -	211 3 11	148 0 0	- - -	- - -	- - -	148 0 0
8. Middle District and Upsettlington Branch - - - - -	495 13 11	- - -	1,960 12 0	- - -	8 14 2	- - -	1,969 6 2
9. Whiteburn and Kelso - - -	1,343 10 11	- - -	216 10 0	- - -	56 19 0	- - -	273 9 0
£	17,368 14 10	211 3 11	4,453 1 7	- - -	613 10 5	- - -	5,066 12 0

a Including carriage.

b Including proceeds of sale of toll-houses, &c.

c Including materials, &c.

SCOTLAND.

EXPENDITURE.

	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.
	Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
							Treasurer.	Clerk.	Surveyor.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1.	735 0 9	- - -	a 923 5 2	- - -	6 18 0	236 2 0	75 0 0	74 18 1	175 0 0	- - -
2.	245 2 8	56 13 0	313 12 9	620 0 0	29 12 4	11 8 0	36 13 10	24 9 2	45 3 2	18 7 7
3.	117 0 6	- - -	a 136 18 5	- - -	0 4 10	14 5 11	6 10 5	9 15 7	12 0 9	- - -
4.	27 17 10	- - -	a 29 17 4	- - -	- - -	0 17 6	1 10 5	2 5 7	2 16 1	- - -
5.	324 11 1	55 15 8	224 12 9	- - -	1 15 4	95 14 7	22 11 1	10 0 0	70 0 0	- - -
6.	2 5 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
7.	54 13 1	24 14 8	9 11 9	- - -	2 2 6	- - -	1 18 1	2 1 5	2 9 0	1 19 0
8.	27 9 0	9 16 0	4 7 0	- - -	1 0 0	0 6 2	1 2 0	1 3 10	1 8 5	1 0 11
9.	600 9 7	304 19 9	116 12 5	- - -	6 18 3	6 17 8	43 13 11	47 9 6	56 2 1	41 15 1
10.	119 10 8	43 14 7	25 10 4	- - -	1 17 0	0 15 10	8 16 0	9 11 2	11 6 2	7 14 7
11.	720 13 5	- - -	a 1,546 18 9	- - -	6 4 0	100 10 2	75 0 0	40 0 0	220 0 0	- - -
12.	16 16 9	- - -	a 38 4 4	- - -	- - -	- - -	2 8 9	3 13 3	8 2 6	- - -
13.	37 1 4	- - -	a 93 10 10	- - -	3 10 0	13 2 8	3 14 4	2 8 8	12 5 0	- - -
14.	127 6 8	29 10 6	17 14 4	- - -	1 1 0	4 14 7	5 8 4	6 4 11	6 18 11	- - -
15.	24 8 8	5 13 4	3 8 0	- - -	- - -	2 9 4	1 7 6	1 11 9	1 15 5	- - -
16.	458 5 3	- - -	a 602 2 5	- - -	16 14 8	96 16 7	55 0 0	26 5 0	66 13 4	52 9 1
17.	821 5 9	215 8 8	336 13 10	- - -	2 19 0	81 10 8	55 0 0	- - -	110 0 0	- - -
18.	261 6 0	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -	35 0 0	- - -
	4,721 4 0	746 6 2	4,423 0 5	620 0 0	80 16 11	665 11 8	405 14 8	261 17 11	837 0 10	123 6 3
1.	c 77 13 7	- - -	- - -	- - -	- - -	- - -	5 5 0	2 1 0	5 0 0	- - -
2.	c 26 9 4	- - -	- - -	- - -	- - -	- - -	3 3 0	6 6 7	5 0 0	- - -
3.	- - -	- - -	- - -	- - -	- - -	2 9 11	2 2 0	0 12 9	- - -	- - -
4.	c 47 6 0	- - -	- - -	- - -	- - -	- - -	6 6 0	1 15 6	5 5 0	- - -
5.	c 117 13 3	- - -	- - -	- - -	- - -	- - -	8 0 0	5 0 10	16 0 0	- - -
6.	c 344 13 9	- - -	- - -	- - -	- - -	- - -	5 0 0	5 16 5	7 10 0	- - -
7.	c 60 11 10	- - -	- - -	- - -	- - -	- - -	5 0 0	2 5 3	7 10 0	- - -
8.	- - -	- - -	- - -	- - -	- - -	21 11 8	8 0 0	3 10 5	1 1 0	- - -
9.	c 54 1 10	- - -	- - -	- - -	- - -	- - -	5 0 0	2 6 6	4 14 4	- - -
10.	c 22 3 6	- - -	- - -	- - -	- - -	- - -	5 0 0	0 14 11	3 11 10	- - -
11.	c 58 4 4	- - -	- - -	- - -	- - -	- - -	5 5 0	2 2 3	6 0 0	- - -
12.	c 189 7 1	- - -	- - -	- - -	- - -	- - -	5 5 0	2 12 11	19 0 10	- - -
13.	c 122 5 1	- - -	- - -	- - -	- - -	- - -	10 0 0	10 14 4	16 13 4	- - -
14.	c 97 14 5	- - -	- - -	- - -	- - -	- - -	5 0 0	2 10 5	5 13 10	- - -
15.	c 181 13 6	- - -	- - -	- - -	- - -	- - -	10 10 0	4 4 1	10 0 0	- - -
	1,399 17 6	- - -	- - -	- - -	- - -	24 1 7	88 16 0	52 14 2	113 0 2	- - -
1.	94 14 2	- - -	a 126 18 9	- - -	- - -	2 13 4	- - -	20 0 0	20 0 0	1 2 7
2.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	15 0 0	- - -
3.	c 360 15 2	- - -	- - -	- - -	- - -	22 9 4	- - -	35 0 0	31 17 6	- - -
4.	259 12 1	- - -	a 155 8 7	- - -	6 0 0	22 15 6	- - -	25 0 0	20 0 0	- - -
5.	45 0 9	- - -	- - -	- - -	- - -	- - -	- - -	5 5 0	3 0 0	- - -
6.	34 9 10	- - -	- - -	- - -	- - -	- - -	- - -	6 6 0	5 0 0	- - -
7.	17 8 9	- - -	- - -	- - -	- - -	- - -	- - -	5 5 0	2 0 0	42 9 2
8.	c 1,200 10 4	- - -	- - -	- - -	- - -	- - -	- - -	-65 0 0	115 0 0	- - -
9.	e 122 3 3	- - -	- - -	- - -	- - -	12 12 1	- - -	8 8 0	15 0 0	- - -
	2,134 14 4	- - -	282 7 4	- - -	6 0 0	60 10 3	- - -	180 4 0	226 17 6	43 11 9

(Continued on page 8.)

d Including proceeds of sale of toll-houses, &c., and 705*l.* 12*s.* 10*d.* from Aberdeenshire Road Trustees.

e Contract work.

SCOTLAND.

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF AYR.							
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Ayr - - - - -	62 12 3	- - -	640 15 3	- - -	- - -	431 16 8	3,361 8 2
Beith District :-							
2. Clerksbridge & Maichbridge Road - - -	- - -	- - -	154 12 8	- - -	- - -	65 0 8	1,620 15 10
3. Kersebridge Road - - - - -	17 12 0	- - -	109 9 7	- - -	- - -	9 5 3	433 3 3
4. Oldhall Bridge Road - - - - -	- - -	- - -	- - -	- - -	- - -	3 13 3	68 18 0
5. Girvan - - - - -	139 3 6	- - -	70 8 5	- - -	110 0 0	21 10 2	1,146 2 7
6. Irvine Bridge - - - - -	- - -	- - -	- - -	- - -	- - -	0 2 0	2 7 0
Irvine District :-							
7. Fergus-hill Road - - - - -	- - -	- - -	- - -	- - -	- - -	9 11 7	109 1 1
8. Girdle Road - - - - -	- - -	- - -	- - -	- - -	- - -	2 2 10	49 16 2
9. Kelly Bridge Road - - - - -	80 17 9	- - -	418 15 1	- - -	- - -	71 17 1	1,796 8 2
10. Stewarton Road - - - - -	- - -	- - -	- - -	- - -	- - -	11 19 9	240 16 1
11. Kilmarnock - - - - -	153 12 11	- - -	120 19 6	- - -	550 0 0	51 12 9	3,585 11 6
Largs District :-							
12. Dykehead Road - - - - -	- - -	- - -	14 5 2	- - -	- - -	7 7 7	90 18 4
13. Howrat Road - - - - -	- - -	- - -	- - -	- - -	- - -	2 6 5	167 19 3
Lochlibo District :-							
14. Lochlibo Road - - - - -	- - -	- - -	24 0 0	- - -	- - -	11 19 0	234 18 3
15. Monkriden Road - - - - -	- - -	- - -	- - -	- - -	- - -	2 19 7	43 13 7
16. Mauchline - - - - -	29 10 0	- - -	41 3 1	- - -	- - -	76 2 10	1,521 2 3
17. Maybole - - - - -	83 7 8	- - -	21 6 2	- - -	30 0 0	251 1 0	2,008 12 9
18. Stewarton - - - - -	- - -	- - -	- - -	- - -	- - -	2 8 6	308 14 6
£	566 16 1	- - -	1,615 14 11	- - -	690 0 0	1,032 16 11	16,790 6 9
COUNTY OF BANFF.							
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Aberlour and Inveravon - - -	765 3 7	- - -	- - -	- - -	- - -	4 17 1	860 0 3
2. Boat of Bridge - - - - -	- - -	- - -	- - -	- - -	- - -	14 16 5	55 15 4
3. Boharm Suspension Bridge - - -	71 0 11	- - -	- - -	- - -	162 8 8	12 1 3	250 15 6
4. Botriphnie - - - - -	58 13 8	- - -	- - -	- - -	80 14 11	4 18 2	204 19 3
5. Boyndie - - - - -	128 10 0	- - -	- - -	- - -	- - -	7 9 4	282 13 5
6. Cullen - - - - -	- - -	- - -	- - -	- - -	- - -	5 4 2	368 4 4
7. Deskford - - - - -	- - -	- - -	- - -	- - -	31 0 10	3 1 11	109 9 10
8. Eastside Bridge - - - - -	17 9 0	- - -	- - -	- - -	633 19 10	7 4 3	692 16 2
9. Enzie - - - - -	138 5 8	- - -	- - -	- - -	- - -	4 12 10	209 1 2
10. Fochabers - - - - -	69 7 4	- - -	- - -	- - -	- - -	3 2 4	103 19 11
11. Forglen - - - - -	- - -	- - -	- - -	- - -	- - -	6 14 5	78 6 0
12. Keith - - - - -	- - -	- - -	- - -	- - -	- - -	13 0 3	229 6 1
13. Marnoch - - - - -	380 11 8	- - -	- - -	- - -	604 19 0	31 15 11	1,176 19 4
14. Port Gordon - - - - -	34 11 3	- - -	- - -	- - -	- - -	3 2 11	148 12 10
15. Portsoy, Keith, and Huntly - - -	61 13 4	- - -	- - -	- - -	- - -	22 15 8	290 16 7
£	1,725 6 5	- - -	- - -	- - -	1,513 3 3	144 16 11	5,061 16 0
COUNTY OF BERWICK.							
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Berwickshire, Eastern District - - -	254 3 9	- - -	16 16 7	- - -	- - -	30 8 5	566 17 7
2. Coldstream Bridge - - - - -	- - -	- - -	- - -	- - -	- - -	14 16 0	39 16 0
3. Cornhill District - - - - -	90 2 5	- - -	- - -	- - -	- - -	28 11 4	568 15 9
4. Deanburn District - - - - -	226 15 4	- - -	- - -	- - -	- - -	30 8 10	746 0 4
5. Dunse and Westruther - - - - -	- - -	- - -	- - -	- - -	- - -	1 5 2	54 10 11
6. Ladykirk and Norham Bridge - - -	1,280 0 0	- - -	- - -	- - -	- - -	8 17 8	1,334 13 6
7. Mertoun Bridge - - - - -	212 16 0	- - -	- - -	- - -	- - -	11 2 4	291 1 3
8. Middle District and Upsettlington Branch - - -	- - -	- - -	304 13 8	- - -	- - -	119 0 4	1,804 4 4
9. Whiteburn and Kelso - - - - -	- - -	- - -	- - -	- - -	- - -	10 7 3	168 10 7
£	2,063 17 6	- - -	321 10 3	- - -	- - -	254 17 4	5,574 10 3

^a Including interest added in 1827 upon which interest is not charged.

^b No interest charged upon 335*l*.

^f To be paid under the Banffshire Roads Act, 1866.

^g The interest varies on 8,473*l*. 10*s*., and none is payable on 9,415*l*.

SCOTLAND.

DEBTS.						ARREARS OF INCOME.				
26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.
Bonded or Mortgage Debts.	Rate of Inter- est per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on this Account.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 3,034 13 0	5	1,784 13 8	6,479 5 0	- - -	11,298 11 8	37 7 8	- - -	- - -	737 2 6	774 9 8
2. - - -	-	- - -	- - -	- - -	- - -	20 13 4	- - -	- - -	787 16 4	808 9 8
3. 440 0 0	4	- - -	- - -	- - -	440 0 0	- - -	- - -	- - -	32 15 4	32 15 4
4. - - -	-	- - -	- - -	44 2 1	44 2 1	29 10 6	- - -	- - -	- - -	29 10 6
5. 17,257 12 7	4 & 5	- - -	12,176 15 9	- - -	29,434 8 4	25 0 0	- - -	- - -	311 8 5	336 8 5
6. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	303 5 10	303 5 10
7. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	43 4 4	43 4 4
8. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	8 10 0	8 10 0
9. 1,563 15 1	5	- - -	78 3 9	98 8 10	1,740 7 8	34 12 6	- - -	- - -	- - -	34 12 6
10. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	201 2 4	201 2 4
11. 2,855 14 3	5	- - -	144 6 5	- - -	3,000 0 8	- - -	- - -	- - -	768 8 9	768 8 9
12. - - -	-	- - -	- - -	22 8 4	22 8 4	23 17 0	- - -	- - -	- - -	23 17 0
13. 6,326 15 9	5	- - -	8,737 4 6	- - -	15,064 0 3	27 16 2	- - -	- - -	24 5 11	52 2 1
14. 7,465 0 2	5	- - -	13,153 3 6	- - -	20,618 3 8	- - -	- - -	- - -	23 19 5	23 19 5
15. 1,419 1 6	5	- - -	2,655 19 9	16 16 4	4,091 17 7	8 0 0	- - -	- - -	- - -	8 0 0
16. 9,058 2 9	5	- - -	10,584 3 0	- - -	19,642 5 9	- - -	- - -	- - -	1,003 13 5	1,003 13 5
17. 21,106 15 6	5	158 1 9	15,603 14 5	- - -	36,368 11 8	- - -	- - -	- - -	1,052 5 0	1,052 5 0
18. - - -	-	- - -	- - -	103 10 6	103 10 6	- - -	- - -	- - -	- - -	- - -
70,527 10 7	- -	1,942 15 5	69,612 16 1	285 6 1	142,368 8 2	206 17 2	- - -	- - -	5,297 17 1	5,504 14 3
1. 903 13 3	- -	- - -	- - -	- - -	903 13 3	- - -	- - -	- - -	- - -	- - -
2. 62,110 11 3	5	- - -	12,574 16 10	- - -	14,685 8 1	2 13 4	- - -	- - -	127 6 2	129 19 6
3. 687 11 4	- -	- - -	- - -	- - -	687 11 4	- - -	- - -	- - -	d 5 6 10	5 6 10
4. 919 5 1	- -	- - -	- - -	- - -	919 5 1	- - -	- - -	- - -	d 26 9 3	26 9 3
5. 1,227 11 4	- -	- - -	- - -	- - -	1,227 11 4	- - -	- - -	- - -	d 55 12 0	55 12 0
6. 31 19 0	- -	- - -	- - -	- - -	31 19 0	- - -	- - -	- - -	d 14 18 1	14 18 1
7. 1,284 1 8	- -	- - -	- - -	- - -	1,284 1 8	- - -	- - -	- - -	- - -	- - -
8. 35 17 5	- -	- - -	- - -	- - -	35 17 5	- - -	- - -	- - -	d 37 11 1	37 11 1
9. 428 16 10	- -	- - -	- - -	- - -	428 16 10	- - -	- - -	- - -	- - -	- - -
10. 183 3 0	- -	- - -	- - -	- - -	183 3 0	- - -	- - -	- - -	- - -	- - -
11. 514 0 0	- -	- - -	- - -	- - -	514 0 0	- - -	37 9 10	- - -	d 0 11 1	38 0 11
12. - - -	- -	- - -	- - -	- - -	- - -	2 12 0	- - -	- - -	e 230 15 5	233 7 5
13. 1,131 4 4	- -	- - -	- - -	- - -	1,131 4 4	- - -	51 16 6	- - -	d 235 6 7	287 3 1
14. 600 0 0	4	- - -	- - -	- - -	848 10 4	- - -	- - -	- - -	- - -	- - -
15. 698 18 3	- -	- - -	- - -	- - -	698 18 3	- - -	- - -	- - -	- - -	- - -
10,756 12 9	- -	- - -	12,574 16 10	248 10 4	23,579 19 11	5 5 4	89 6 4	- - -	733 16 6	828 8 2
1. 17,888 10 0	g -	- - -	- - -	- - -	17,888 10 0	66 16 8	- - -	- - -	33 7 7	100 4 3
2. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	11,049 3 2	11,049 3 2
3. 2,446 10 11	3½	- - -	- - -	- - -	2,446 10 11	15 4 9	- - -	80 12 2	2,956 7 8	3,052 4 7
4. 13,357 17 8	h 3½	- - -	- - -	14 2 3	13,371 19 11	- - -	- - -	- - -	- - -	- - -
5. 3,528 3 8	None	- - -	- - -	- - -	3,528 3 8	30 14 0	- - -	- - -	679 9 7	710 3 7
6. 8,000 0 0	4	- - -	5,760 0 0	- - -	13,760 0 0	- - -	- - -	- - -	190 7 0	190 7 0
7. 5,203 17 11	4½ & 5	- - -	378 4 0	354 5 2	5,936 7 1	- - -	- - -	- - -	- - -	- - -
8. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	660 15 9	660 15 9
9. 4,885 8 9	5	- - -	13,837 17 3	- - -	18,723 6 0	- - -	- - -	44 15 0	1,448 9 4	1,493 4 4
55,310 8 11	- -	- - -	19,976 1 3	368 7 5	75,654 17 7	112 15 5	- - -	125 7 2	17,018 0 1	17,256 2 8

c Including interest upon arrears of interest.

d Paid under Banffshire Roads Act, 1866.

e Arrested on the dependence of an action.

h Including 9,580*l.* on which 1*l.* per cent. interest has been paid.

f Calculated from 1848.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME.				
			4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. TOTAL INCOME.
COUNTY OF CLACKMANNAN.							
1. Clackmannanshire - - -	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2. Kinross and Alloa - - -	- - -	52 8 5	1,263 10 0	- - -	- - -	- - -	1,263 10 0
3. Ochil - - -	53 6 10	39 18 10	238 19 0	- - -	- - -	- - -	238 19 0
			1,784 13 4	- - -	29 14 7	- - -	1,814 7 11
£	53 6 10	92 7 3	3,287 2 4	- - -	29 14 7	- - -	3,316 16 11
COUNTY OF DUMBARTON.							
1. Cumbernauld - - -	- - -	82 2 0	1,475 6 8	- - -	0 3 11	- - -	1,475 10 7
2. Gareloch - - -	1,142 14 3	- - -	76 0 0	- - -	50 4 8	- - -	126 4 8
3. Helensburgh - - -	- - -	57 7 10	332 0 0	- - -	- - -	- - -	332 0 0
4. Kilmarnock - - -	- - -	178 18 0	679 17 2	- - -	- - -	- - -	679 17 2
5. Kirkintilloch and Cumbernauld - - -	121 10 3	- - -	433 0 0	- - -	12 5 5	- - -	445 5 5
6. Lawmuir - - -	557 10 6	- - -	171 1 9	- - -	12 2 3	- - -	183 4 0
7. Luss - - -	417 18 1	- - -	1,075 8 8	- - -	15 12 3	- - -	1,091 0 11
8. Yoker - - -	2,137 8 10	- - -	398 16 8	- - -	571 11 9	- - -	1,115 8 5
£	4,377 1 11	318 7 10	4,641 10 11	- - -	807 0 3	- - -	5,448 11 2
COUNTY OF DUMFRIES.							
Dumfries :—							
1. 1st District - - -	744 12 2	- - -	491 0 0	- - -	34 14 6	- - -	525 14 6
2. 2nd District - - -	468 13 1	- - -	832 10 0	- - -	7 10 1	- - -	840 0 1
3. 3rd District - - -	13 18 4	- - -	491 0 0	- - -	69 10 3	- - -	560 10 3
4. 4th District - - -	71 9 3	- - -	644 0 0	- - -	8 10 0	- - -	652 10 0
5. Evan Water District - - -	1,335 15 8	- - -	26 18 8	- - -	34 17 0	- - -	61 15 8
6. Glasgow and Carlisle - - -	1,715 7 10	- - -	2,111 3 4	- - -	75 12 0	- - -	2,186 15 4
£	4,349 16 4	- - -	4,596 12 0	- - -	230 13 10	- - -	4,827 5 10
COUNTY OF EDINBURGH.							
1. Calder and Slateford and Corstorphine District - - -	17 5 8	- - -	6,614 15 5	- - -	329 4 4	- - -	6,943 19 9
2. Cramond District - - -	61 9 2	- - -	2,931 16 5	- - -	520 18 0	- - -	3,452 14 5
3. Dalkeith and Post Road (united) - - -	427 10 1	- - -	5,591 18 0	- - -	- - -	- - -	5,591 18 0
4. Laswade and Wrightshouses (united) - - -	215 8 6	- - -	4,962 17 4	- - -	1,045 2 0	- - -	6,007 19 4
£	721 13 5	- - -	20,101 7 2	- - -	1,895 4 4	- - -	21,996 11 6
COUNTY OF ELGIN.							
1. Findhorn Bridge - - -	337 17 3	- - -	209 1 4	- - -	59 14 3	- - -	268 15 7
COUNTY OF FIFE.							
1. Cupar District - - -	807 0 6	- - -	2,133 13 9	- - -	57 9 9	- - -	2,191 3 6
2. Dunfermline District - - -	216 6 0	- - -	1,080 13 4	- - -	145 11 0	- - -	1,226 4 4
3. Kirkcaldy District - - -	1,271 3 8	- - -	2,648 10 3	- - -	81 1 5	- - -	2,729 11 8
4. Leven Bridge and Road - - -	4 8 11	- - -	1,110 19 5	- - -	8 1 5	- - -	1,114 0 10
5. Outh and Nivingstone - - -	116 6 8	- - -	525 9 3	- - -	16 0 10	- - -	541 10 1
6. Ploughgates and Bridges - - -	277 2 11	- - -	- - -	- - -	84 11 1	- - -	84 11 1
7. St. Andrew's District - - -	567 19 0	- - -	3,216 10 5	- - -	464 14 5	- - -	3,681 4 10
£	3,260 7 8	- - -	10,715 16 5	- - -	852 9 11	- - -	11,568 6 4

a Including materials, &c.

b Including 500*l.* from Gareloch Trust.

EXPENDITURE.

	9.	10.	11.	12.	13.	14.	15. 16. 17.			18.
	Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
	Treasurer.	Clerk.	Surveyor.							
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1.	317 15 8	89 5 3	55 14 1	- - -	- - -	10 10 2	- - -	30 0 0	79 2 0	- - -
2.	113 9 0	57 14 4	20 1 8	- - -	- - -	4 12 8	- - -	10 0 0	22 0 0	- - -
3.	420 1 8	170 16 9	82 10 4	- - -	- - -	20 19 11	- - -	30 0 0	79 2 0	- - -
	851 6 4	317 16 4	158 6 1	- - -	- - -	36 2 9	- - -	70 0 0	180 4 0	- - -
1.	α 997 19 1	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	50 0 0	- - -
2.	164 8 0	19 8 0	- - -	- - -	- - -	3 19 7	- - -	15 0 0	- - -	- - -
3.	64 11 2	4 18 0	60 14 1	- - -	- - -	9 8 10	10 0 0	5 0 0	13 0 0	1 17 5
4.	133 0 8	3 17 0	157 4 2	- - -	- - -	12 0 6	10 0 0	- - -	44 0 0	4 7 6
5.	α 132 3 10	- - -	- - -	- - -	- - -	7 5 3	- - -	20 0 0	20 0 0	- - -
6.	23 13 10	1 8 0	51 3 4	- - -	- - -	11 6 7	- - -	10 0 0	10 0 0	- - -
7.	308 18 8	34 15 0	343 19 3	- - -	- - -	114 17 2	15 0 0	10 0 0	64 0 0	1 0 11
8.	162 18 8	16 16 0	213 16 10	- - -	18 6 7	20 16 8	15 0 0	5 5 0	50 0 0	0 15 1
	1,987 13 11	81 2 0	826 17 8	- - -	18 6 7	179 14 7	50 0 0	85 5 0	251 0 0	8 0 11
1.	356 0 1	6 15 0	131 7 9	- - -	- - -	12 8 1	- - -	19 12 10	60 0 0	- - -
2.	349 2 11	8 2 6	390 1 4	- - -	- - -	91 8 11	- - -	33 6 0	125 0 0	217 12 8
3.	c 187 10 7	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	15 0 0	- - -
4.	379 1 10	10 10 0	251 4 2	- - -	- - -	3 9 8	- - -	26 2 0	100 0 0	- - -
5.	α 36 15 8	- - -	- - -	- - -	- - -	0 15 0	5 0 0	- - -	10 0 0	- - -
6.	α 1,124 18 8	- - -	- - -	- - -	6 14 6	22 17 10	45 0 0	120 0 0	168 0 0	289 9 10
	2,433 9 9	25 7 6	772 13 3	- - -	6 14 6	130 19 6	50 0 0	214 0 10	478 0 0	507 2 6
1.	3,179 6 0	1,196 12 3	- - -	- - -	3 0 0	238 2 7	- - -	131 16 0	389 4 4	40 4 4
2.	1,750 1 3	621 1 5	- - -	27 16 0	- - -	143 8 4	- - -	78 0 3	217 10 0	1 2 2
3.	2,612 18 7	1,312 0 5	- - -	- - -	49 6 4	197 16 2	- - -	109 12 8	355 5 0	3 11 4
4.	2,762 17 5	1,052 19 1	- - -	- - -	33 6 11	47 6 9	- - -	109 8 1	408 4 0	8 6 4
	10,305 3 3	4,182 13 2	- - -	27 16 0	85 13 3	626 13 10	- - -	428 17 0	1,370 3 4	53 4 2
1.	14 17 4	- - -	- - -	- - -	- - -	- - -	10 10 0	5 5 0	- - -	- - -
1.	962 17 10	- - -	782 7 1	- - -	23 13 3	22 8 0	60 5 0	55 1 2	123 12 1	- - -
2.	420 15 0	174 17 0	403 7 3	- - -	11 15 0	39 14 1	35 0 0	22 14 8	130 0 0	- - -
3.	1,450 9 8	625 16 6	- - -	- - -	20 14 4	64 8 7	- - -	69 4 8	200 0 0	- - -
4.	221 9 8	88 17 8	- - -	- - -	- - -	3 4 8	10 0 0	15 0 0	20 0 0	- - -
5.	179 6 8	61 3 2	171 16 11	- - -	4 2 0	11 19 0	10 0 0	7 0 0	50 0 0	- - -
6.	- - -	- - -	- - -	- - -	- - -	66 8 7	2 10 0	17 10 0	4 5 0	- - -
7.	2,252 3 7	719 16 11	- - -	- - -	33 11 7	105 5 0	26 13 4	40 2 9	256 13 4	- - -
	5,487 2 5	1,670 11 3	1,357 11 3	- - -	93 16 2	313 7 11	144 8 4	226 13 3	784 10 5	- - -

(Continued on page 12.)

c Including materials.

(Continued from page 11.)

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF CLACKMANNAN.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Clackmannanshire - - -	667 4 9	- - -	7 11 8	- - -	- - -	31 18 9	1,289 2 4
2. Kinross and Alloa - - -	- - -	- - -	1 18 10	- - -	- - -	15 6 8	245 3 2
3. Ochil - - -	960 0 0	- - -	9 18 4	- - -	- - -	36 0 6	1,809 9 6
£	1,627 4 9	- - -	19 8 10	- - -	- - -	83 5 11	3,343 15 0
COUNTY OF DUMBARTON.							
1. Cumbernauld - - -	196 11 6	- - -	- - -	- - -	- - -	190 11 10	1,455 2 5
2. Gareloch - - -	52 8 4	- - -	172 17 4	- - -	500 0 0	12 5 5	940 6 8
3. Helensburgh - - -	22 19 9	- - -	- - -	- - -	- - -	4 18 5	197 7 8
4. Kilmaronock - - -	168 4 11	- - -	- - -	- - -	- - -	31 3 3	563 18 0
5. Kirkintilloch and Cumbernauld - - -	188 17 5	- - -	- - -	- - -	- - -	70 7 3	438 13 9
6. Lawmuir - - -	- - -	- - -	- - -	- - -	- - -	4 17 3	112 9 0
7. Luss - - -	74 12 0	- - -	- - -	- - -	- - -	58 19 2	1,026 2 2
8. Yoker - - -	- - -	- - -	120 1 7	- - -	- - -	6 7 7	630 4 0
£	703 13 11	- - -	292 18 11	- - -	500 0 0	379 10 2	5,364 3 8
COUNTY OF DUMFRIES.							
Dumfries:—							
1. 1st District - - -	- - -	- - -	167 12 5	- - -	- - -	19 7 4	773 3 6
2. 2nd District - - -	- - -	- - -	12 17 11	- - -	- - -	13 3 10	1,240 16 1
3. 3rd District - - -	41 8 2	- - -	- - -	- - -	200 0 0	76 5 10	535 4 7
4. 4th District - - -	- - -	- - -	- - -	- - -	- - -	23 1 9	793 9 5
5. Evan Water District - - -	- - -	- - -	- - -	- - -	- - -	0 6 1	52 16 9
6. Glasgow and Carlisle - - -	410 0 0	- - -	- - -	- - -	- - -	59 17 8	2,246 18 6
£	451 8 2	- - -	180 10 4	- - -	200 0 0	192 2 6	5,642 8 10
COUNTY OF EDINBURGH.							
1. Calder and Slateford and Corston- phine District - - -	84 10 0	- - -	1,735 0 3	- - -	412 10 0	121 0 6	7,531 6 3
2. Cramond District - - -	26 16 8	- - -	562 11 3	- - -	- - -	41 15 9	3,490 3 1
3. Dalkeith and Post Road (united) - - -	156 4 1	- - -	328 17 2	- - -	- - -	66 1 11	5,191 13 8
4. Laswade and Wrightshouses (united) - - -	34 6 6	- - -	1,563 8 3	- - -	- - -	29 16 6	6,049 19 10
£	301 17 3	- - -	4,209 16 11	- - -	412 10 0	258 14 8	22,263 2 10
COUNTY OF ELGIN.							
1. Findhorn Bridge - - -	103 19 0	- - -	- - -	- - -	297 0 0	- - -	431 11 4
COUNTY OF FIFE.							
1. Cupar District - - -	2 1 0	- - -	87 4 3	- - -	- - -	58 6 2	2,177 15 10
2. Dunfermline District - - -	- - -	- - -	9 3 0	- - -	- - -	58 11 3	1,305 17 3
3. Kirkealdy District - - -	- - -	- - -	52 14 1	14 0 6	- - -	42 2 6	2,539 10 10
4. Leven Bridge and Road - - -	54 0 0	- - -	- - -	- - -	670 0 0	15 13 7	1,098 5 7
5. Outh and Nivingstone - - -	17 10 0	- - -	- - -	- - -	- - -	6 10 4	519 8 1
6. Ploughgates and Bridges - - -	- - -	- - -	- - -	- - -	- - -	5 0 0	95 13 7
7. St. Andrew's District - - -	174 13 0	- - -	58 14 2	- - -	300 0 0	54 4 10	4,021 18 6
£	248 4 0	- - -	207 15 6	14 0 6	970 0 0	240 8 8	11,758 9 8

a Also a large sum due to Trustees. b No interest paid on 4,400*l.* postponed debt. c Not ascertained.
g Due to Yoker Road Trustees. h At bank rates. i Interest on 9,322*l.* 10*s.* 8*d.* postponed debt, due from September 1848.
l No interest has yet been paid. m No interest has been paid on 10,000*l.* subscriptions.

DEBTS.						ARREARS OF INCOME.				
26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.
Bonded or Mortgage Debts.	Rate of In- terest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in 'Treasurers' Hands on this Account.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. a19,050 0 0	4½	-	b-	78 0 9	19,128 0 9	-	-	-	-	-
2. c-	-	-	-	46 3 0	46 3 0	-	-	-	-	-
3. d34,160 0 0	4½	-	e-	-	34,160 0 0	-	-	-	58 5 3	58 5 3
53,210 0 0	-	-	-	124 3 9	53,334 3 9	-	-	-	58 5 3	58 5 3
1. f31,748 3 8	4½ & 5	-	-	12,178 13 8	61 13 10	43,988 11 2	76 13 4	-	-	76 13 4
2. g 700 0 0	3	-	-	-	-	700 0 0	-	-	64 12 6	328 12 3
3. h 500 0 0	4	-	-	-	-	500 0 0	-	-	-	393 4 9
4. i13,112 15 3	5	-	-	322 19 3	62 18 10	13,498 13 4	-	-	77 4 6	77 4 6
5. 10,000 0 0	4½ & 5	1,596 3 2	-	8,803 1 3	-	20,399 4 5	-	-	128 1 11	128 1 11
6. 2,000 0 0	2½	-	-	-	-	47 13 4	-	-	628 5 6	675 18 10
7. 2,000 0 0	-	-	-	-	-	44 18 4	-	-	482 16 10	527 15 2
8. -	-	-	-	-	-	-	-	j3,200 0 0	2,622 13 3	5,822 13 3
58,060 18 11	-	1,596 3 2	-	21,304 14 2	124 12 8	81,086 8 11	169 5 0	-	3,264 12 6	4,267 14 3
1. -	-	-	-	-	-	-	-	-	-	-
2. k2,967 19 2	5	-	-	286 16 9	-	3,254 15 11	-	-	497 3 2	497 3 2
3. 900 0 0	5	-	-	31 18 6	-	931 18 6	-	-	67 17 1	67 17 1
4. -	-	-	-	-	69 10 2	69 10 2	-	-	39 4 0	39 4 0
5. 5,300 0 0	7	-	-	-	-	5,300 0 0	-	-	1,344 14 7	1,344 14 7
6. 31,024 13 5	5	-	-	17,681 16 1	-	48,706 9 6	-	-	1,655 4 8	1,655 4 8
40,192 12 7	-	-	-	18,000 11 4	69 10 2	58,262 14 1	-	-	3,604 3 6	3,604 3 6
1. -	-	-	-	-	-	-	-	-	-	-
2. -	-	-	-	-	570 0 10	570 0 10	-	-	24 0 6	24 0 6
3. 3,500 0 0	4½ & 5	-	-	-	-	3,500 0 0	-	-	827 14 5	827 14 5
4. -	-	-	-	-	-	-	-	-	173 8 0	173 8 0
3,500 0 0	-	-	-	-	570 0 10	4,070 0 10	-	-	1,025 2 11	1,025 2 11
1. 1,782 0 0	5	44 0 0	-	19 3 0	-	1,845 3 0	-	-	175 1 6	175 1 6
1. -	-	-	-	-	-	-	-	-	820 8 2	820 8 2
2. -	-	-	-	-	-	-	-	-	136 13 1	194 19 9
3. -	-	-	-	-	-	-	-	-	1,461 4 6	1,461 4 6
4. 705 0 0	4½	-	-	-	-	705 0 0	-	-	20 4 2	20 4 2
5. m10,400 0 0	4½	-	-	-	-	10,400 0 0	25 10 0	-	138 8 8	163 13 8
6. -	-	-	-	-	-	-	-	77 17 10	266 0 5	343 18 3
7. 3,200 0 0	4½	450 0 0	-	-	-	3,650 0 0	79 3 4	-	227 5 4	433 15 1
14,305 0 0	-	450 0 0	-	-	-	14,755 0 0	163 0 0	77 17 10	3,070 4 4	3,438 8 7

d Also large advances due to the Trustees. e No interest paid on 11,333l. 6s. 8d. postponed debt. f Including 2,150l. not bearing interest.

j Loans to other Trusts.

k Including 2,310l. postponed debt on which no interest has been paid, and 100l. on which no interest is payable.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME.				
			4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. TOTAL INCOME.
COUNTY OF FORFAR.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Arbroath, Brechin, and Forfar -	202 0 3	- - -	776 15 1	- - -	11 13 7	- - -	788 8 8
2. Broughty Ferry to Baldovie, &c. -	3 10 6	- - -	344 9 4	- - -	- - -	3 12 7	348 1 11
3. Cairnconan -	74 12 1	- - -	112 0 0	- - -	2 14 8	- - -	114 14 8
4. Dundee and Coupar Angus, and Branch -	780 5 4	- - -	1,518 19 3	- - -	- - -	- - -	1,518 19 3
5. Dundee and Invergowrie -	- - -	19 10 8	558 19 0	- - -	- - -	- - -	558 19 0
6. Dundee and Strathmartine -	183 2 3	- - -	329 13 3	- - -	2 1 5	- - -	331 14 8
7. Dundee to Forfar -	- - -	19 5 10	875 15 8	- - -	85 12 10	- - -	961 8 6
8. Dundee to Pitkerro -	- - -	10 6 8	452 19 3	- - -	- - -	- - -	452 19 3
9. Forfar to Kirriemuir -	199 6 3	- - -	163 11 6	- - -	7 1 4	- - -	170 12 10
10. Forfarshire, Central -	81 0 2	- - -	178 3 7	- - -	36 0 11	- - -	214 4 6
11. Ditto, Eastern -	424 12 10	- - -	1,052 9 8	- - -	3 7 9	- - -	1,055 17 5
12. Ditto, Northern -	208 13 6	- - -	451 5 0	- - -	1 10 5	- - -	452 15 5
13. Lumleyden and Petterden -	172 2 9	- - -	164 11 5	- - -	3 8 4	- - -	167 19 9
14. Montrose and Brechin -	544 1 7	- - -	216 0 0	- - -	20 14 5	- - -	236 14 5
15. Montrose Bridge -	370 11 3	- - -	1,000 0 0	- - -	10 7 0	- - -	1,010 7 0
16. Montrose and Forfar -	- - -	4,422 2 9	170 0 0	- - -	- - -	- - -	170 0 0
17. Pitairlie -	54 4 5	- - -	197 5 9	- - -	0 17 3	- - -	198 3 0
18. Strathmore -	627 17 1	- - -	969 1 3	- - -	8 15 1	- - -	977 16 4
£	3,926 0 3	4,471 5 11	9,531 19 0	- - -	194 5 0	3 12 7	9,729 16 7
COUNTY OF HADDINGTON.							
1. Haddingtonshire Roads -	- - -	1,053 19 6	2,299 9 4	- - -	7,481 7 8	- - -	9,780 17 0
COUNTY OF KINCARDINE.							
1. Fetteresso and Maryculter -	137 3 10	- - -	44 0 0	- - -	3 9 0	- - -	47 9 0
2. Kincardineshire, Consolidated -	e 4,153 13 3	- - -	555 10 9	- - -	64 3 4	- - -	619 14 1
3. Marykirk Bridge -	451 9 10	- - -	215 0 0	- - -	126 5 11	- - -	341 5 11
4. Slug -	- - -	225 12 6	259 6 8	- - -	- - -	- - -	259 6 8
5. South Deeside -	194 3 11	- - -	261 10 0	- - -	4 2 2	- - -	265 12 2
6. Wellington Suspension Bridge -	289 16 8	- - -	530 3 0	- - -	2 19 11	- - -	533 2 11
£	5,226 7 6	225 12 6	1,865 10 5	- - -	201 0 4	- - -	2,066 10 9
COUNTY OF KINROSS.							
1. Cleish -	20 14 9	- - -	80 0 0	- - -	- - -	- - -	80 0 0
2. Great North Road -	874 11 8	- - -	1,820 10 6	- - -	169 2 8	- - -	1,989 13 2
3. Milnathort -	186 8 4	- - -	57 10 0	- - -	8 17 4	- - -	66 7 4
4. Portmoak -	- - -	25 17 6	170 12 5	- - -	18 0 0	- - -	188 12 5
£	1,081 14 9	25 17 6	2,128 12 11	- - -	196 0 0	- - -	2,324 12 11
COUNTY OF LANARK.							
1. Bathgate and Airdrie -	58 2 8	- - -	3,474 8 10	- - -	12 7 11	- - -	3,486 16 9
2. Biggar and Leadhills -	- - -	131 12 6	485 17 1	- - -	- - -	- - -	485 17 1
3. Cambuslang and Muirkirk -	515 16 9	- - -	7,128 13 0	- - -	23 2 1	- - -	7,151 15 1
4. Carluke -	445 4 2	- - -	836 14 2	- - -	24 8 4	- - -	861 2 6
5. Corsethill -	118 10 5	- - -	606 0 0	- - -	3 10 10	- - -	609 10 10
6. Crossford Bridge -	265 0 9	- - -	86 13 4	- - -	6 14 9	- - -	93 8 1
7. Garion Bridge -	182 1 1	- - -	240 0 0	- - -	- - -	- - -	240 0 0
8. Garngad -	- - -	408 1 1	365 0 0	- - -	- - -	- - -	365 0 0
9. Garscube -	1,635 13 6	- - -	1,255 0 0	- - -	57 6 8	- - -	1,312 6 8
10. Glasgow Bridges -	4,137 2 1	- - -	12,131 19 8	- - -	- - -	15,768 5 11	27,900 5 7
11. Glasgow, Kirkintilloch, and Bal- dernock -	- - -	141 18 1	3,925 0 0	- - -	28 18 2	- - -	3,953 18 2

a Including materials, &c.

b Including materials.

c Including carriage of materials.

EXPENDITURE.

EXPENDITURE.										
9.	10.	11.	12.	13.	14.	15.	16.		17.	18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law	
						Treasurer.	Clerk.	Surveyor.	Charges.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1. 269 1 0	80 13 8	- - -	- - -	3 9 10	13 15 9	- - -	21 10 0	50 0 0	- - -	
2. a 292 4 8	- - -	- - -	- - -	- - -	- - -	- - -	17 7 4	15 0 0	- - -	
3. 51 5 3	10 8 2	- - -	- - -	- - -	5 5 6	- - -	5 5 0	5 0 0	- - -	
4. 383 9 0	144 16 6	16 19 3	- - -	- - -	28 6 6	25 0 0	25 0 0	105 0 0	- - -	
5. b 414 14 5	- - -	- - -	- - -	- - -	- - -	- - -	22 15 11	20 0 0	- - -	
6. a 375 12 2	- - -	- - -	- - -	- - -	- - -	- - -	19 4 10	15 0 0	- - -	
7. c 675 12 9	- - -	- - -	- - -	- - -	- - -	- - -	56 18 0	95 0 0	- - -	
8. d 347 7 2	- - -	- - -	- - -	- - -	- - -	- - -	10 10 0	15 0 0	- - -	
9. 52 8 11	- - -	- - -	- - -	- - -	0 3 1	- - -	11 13 1	- - -	- - -	
10. 95 19 10	- - -	d 30 6 2	- - -	- - -	12 10 3	- - -	10 6 0	10 0 0	- - -	
11. 485 1 9	- - -	d 215 17 4	- - -	- - -	27 13 2	- - -	36 10 0	80 0 0	- - -	
12. 165 12 9	- - -	d 167 11 8	- - -	- - -	55 10 0	- - -	22 0 0	- - -	- - -	
13. a 172 0 11	- - -	- - -	- - -	- - -	- - -	15 0 0	1 1 0	15 0 0	- - -	
14. 177 2 6	37 14 1	- - -	- - -	- - -	4 3 0	- - -	21 7 0	10 0 0	- - -	
15. 68 13 7	- - -	- - -	- - -	- - -	513 15 2	16 14 6	18 3 0	25 5 0	- - -	
16. 71 6 6	- - -	d 64 10 6	- - -	- - -	3 10 0	- - -	15 0 0	- - -	- - -	
17. a 129 16 2	- - -	- - -	- - -	- - -	- - -	- - -	22 16 6	7 10 0	- - -	
18. a 813 19 5	- - -	- - -	- - -	- - -	- - -	40 0 0	3 5 0	80 0 0	- - -	
5,041 8 9	273 12 5	495 4 11	- - -	3 9 10	664 12 5	96 14 6	340 12 8	547 15 0	- - -	
1. 6,155 3 6	- - -	- - -	- - -	57 4 4	30 15 4	- - -	350 0 0	600 0 0	- - -	
1. a 31 10 4	- - -	- - -	- - -	- - -	- - -	3 0 0	2 0 0	2 2 0	- - -	
2. d 533 1 1	- - -	- - -	- - -	- - -	- - -	- - -	50 0 0	60 2 6	- - -	
3. 1 19 3	- - -	- - -	- - -	- - -	- - -	- - -	10 10 0	- - -	- - -	
4. a 116 7 9	- - -	- - -	- - -	- - -	7 9 11	10 0 0	5 0 0	10 10 0	- - -	
5. d 106 1 4	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	- - -	
6. a 50 11 5	- - -	- - -	2 0 4	- - -	- - -	6 16 6	5 5 0	5 5 0	- - -	
839 11 2	- - -	- - -	2 0 4	- - -	7 9 11	19 16 6	82 15 0	87 19 6	- - -	
1. 19 0 0	4 4 6	10 18 2	- - -	- - -	- - -	- - -	5 5 1	5 0 0	- - -	
2. 285 13 4	104 4 3	293 17 5	- - -	- - -	59 0 5	75 0 0	25 0 0	150 0 0	1 16 4	
3. 19 1 2	7 12 0	15 17 6	- - -	- - -	3 12 3	- - -	2 2 0	5 0 0	1 3 5	
4. 75 10 0	27 4 11	81 7 2	- - -	- - -	1 5 7	8 8 0	4 4 0	10 0 0	- - -	
399 4 6	143 5 8	402 0 3	- - -	- - -	63 18 3	83 8 0	36 11 1	170 0 0	2 19 9	
1. 1,125 14 2	347 14 7	- - -	- - -	21 18 0	77 12 8	- - -	105 0 0	150 0 0	134 9 5	
2. f 249 5 4	- - -	- - -	- - -	0 12 0	17 1 2	- - -	20 0 0	35 0 0	- - -	
3. a 4,743 14 11	- - -	- - -	333 16 8	- - -	93 18 11	100 0 0	100 0 0	150 0 0	34 4 5	
4. 291 19 0	- - -	d 370 0 3	- - -	- - -	6 8 9	- - -	20 0 0	35 0 0	- - -	
5. 300 6 9	- - -	d 172 14 11	- - -	- - -	3 19 1	30 0 0	10 0 0	60 0 0	- - -	
6. 1 0 0	- - -	4 10 1	- - -	- - -	- - -	- - -	4 4 0	- - -	- - -	
7. 0 15 0	0 5 0	1 4 7	- - -	- - -	8 2 9	- - -	6 6 0	- - -	- - -	
8. a 170 11 3	- - -	- - -	- - -	- - -	17 1 4	18 5 0	- - -	10 0 0	- - -	
9. a 571 5 11	- - -	- - -	- - -	- - -	8 3 11	- - -	60 0 0	25 0 0	- - -	
10. - - -	- - -	- - -	- - -	- - -	91 7 2	100 0 0	50 0 0	- - -	4,774 12 0	
11. 640 11 3	- - -	1,113 16 0	133 17 6	- - -	169 16 11	75 0 0	75 0 0	150 0 0	- - -	

(Continued on page 16.)

d Including carriage.

e Including 865l. 7s. 8d. invested in Slug Roads Bonds.

f Contract work.

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF FORFAR.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Arbroath, Brechin, and Forfar -	142 13 2	- - -	- - -	- - -	200 0 0	26 19 0	808 2 5
2. Broughty Ferry to Baldovie, &c. -	9 6 0	- - -	- - -	- - -	- - -	3 9 5	337 7 5
3. Cairnconan -	17 5 6	- - -	- - -	- - -	- - -	12 9 10	106 19 3
4. Dundee and Coupar Angus, and Branch -	786 13 0	- - -	10 12 0	- - -	- - -	88 16 5	1,614 12 8
5. Dundee and Invergowrie -	38 8 10	- - -	- - -	- - -	- - -	14 0 9	509 19 11
6. Dundee and Strathmartine -	- - -	- - -	- - -	- - -	- - -	7 14 7	417 11 7
7. Dundee to Forfar -	38 7 5	- - -	- - -	- - -	30 3 11	3 11 1	899 13 2
8. Dundee to Pitkerro -	16 9 7	- - -	- - -	- - -	44 7 11	7 4 11	440 19 7
9. Forfar to Kirriemuir -	59 1 2	- - -	- - -	- - -	- - -	4 18 5	128 4 8
10. Forfarshire, Central -	110 0 0	- - -	- - -	- - -	- - -	3 1 9	272 4 0
11. Ditto, Eastern -	120 0 0	- - -	- - -	- - -	- - -	55 13 3	1,020 15 6
12. Ditto, Northern -	49 3 4	- - -	- - -	- - -	- - -	18 7 4	478 5 1
13. Lumleyden and Petterden -	- - -	- - -	- - -	- - -	- - -	3 16 4	206 18 3
14. Montrose and Brechin -	- - -	- - -	- - -	- - -	- - -	9 1 2	259 7 9
15. Montrose Bridge -	381 10 10	- - -	- - -	- - -	- - -	44 1 0	1,068 3 1
16. Montrose and Forfar -	- - -	- - -	- - -	- - -	- - -	5 4 7	159 11 7
17. Pitairlie -	9 54 4 9	- - -	- - -	- - -	- - -	- - -	214 7 5
18. Strathmore -	25 14 7	- - -	- - -	- - -	574 0 0	25 3 7	1,562 2 7
£	1,848 18 2	- - -	10 12 0	- - -	848 11 10	333 13 5	10,505 5 11
COUNTY OF HADDINGTON.							
1. Haddingtonshire Roads -	244 1 11	- - -	10 17 7	- - -	3,050 0 0	250 16 10	11,802 19 0
COUNTY OF KINCARDINE.							
1. Fetteresso and Maryculter -	- - -	- - -	- - -	- - -	- - -	6 2 4	44 14 8
2. Kincardineshire, Consolidated -	- - -	- - -	- - -	- - -	- - -	27 16 6	671 0 1
3. Marykirk Bridge -	312 10 0	- - -	- - -	- - -	- - -	13 13 8	338 12 11
4. Slug -	8 6 10	- - -	32 4 10	- - -	- - -	42 5 3	232 4 7
5. South Deeside -	157 10 0	- - -	- - -	- - -	- - -	5 14 7	289 5 11
6. Wellington Suspension Bridge -	294 9 0	- - -	- - -	- - -	- - -	6 17 3	371 4 6
£	772 15 10	- - -	32 4 10	- - -	- - -	102 9 7	1,947 2 8
COUNTY OF KINROSS.							
1. Cleish -	- - -	- - -	- - -	- - -	- - -	0 1 4	44 9 1
2. Great North Road -	762 2 7	- - -	- - -	- - -	- - -	54 19 5	1,811 13 9
3. Milnathort -	- - -	- - -	- - -	- - -	- - -	0 14 9	55 3 1
4. Portmoak -	- - -	- - -	- - -	- - -	- - -	5 2 5	213 2 1
£	762 2 7	- - -	- - -	- - -	- - -	60 17 11	2,124 8 0
COUNTY OF LANARK.							
1. Bathgate and Airdrie -	1,490 6 7	- - -	15 3 7	- - -	- - -	50 5 0	3,518 4 0
2. Biggar and Leadhills -	186 1 5	- - -	- - -	- - -	- - -	16 5 10	524 5 9
3. Cambuslang and Muirkirk -	1,889 14 9	- - -	- - -	35 0 0	- - -	141 7 1	7,621 16 9
4. Carluke -	- - -	- - -	0 18 1	- - -	- - -	6 18 2	730 19 3
5. Corsethill -	- - -	- - -	8 2 3	- - -	- - -	8 16 9	593 19 9
6. Crossford Bridge -	51 10 5	- - -	- - -	- - -	238 0 0	1 17 10	301 2 4
7. Garion Bridge -	32 11 2	- - -	- - -	- - -	255 0 0	8 4 3	312 8 9
8. Garngad -	30 10 9	- - -	- - -	- - -	- - -	18 3 0	264 11 4
9. Garscube -	33 1 7	- - -	- - -	20 9 1	1,000 0 0	37 6 7	1,755 7 1
10. Glasgow Bridges -	137 0 0	- - -	m12,606 1 6	82 12 0	- - -	250 19 7	18,092 12 3
11. Glasgow, Kirkintilloch, and Bal- dernock -	44 5 0	- - -	174 16 0	- - -	- - -	28 18 4	2,606 1 0

(Continued from page 15.)

a Including 119*l.* 13*s.* 8*d.* at bank rates.

b Paid according to income.

c Calculated to 11th November 1844.

d No explanation of this item can be obtained.

e Including 865*l.* 7*s.* 8*d.* invested in Slug Roads Bonds.

f Exclusive of interest on 2,307*l.* 12*s.* subscriptions.

g Exclusive of interest on 5,566*l.* subscriptions.

DEBTS.						ARREARS OF INCOME.				
26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.
Bonded or Mortgage Debts.	Rate of Inter- est per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on this Account.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3,250 0 0	4	-	-	-	3,250 0 0	123 0 0	-	-	182 6 6	305 6 6
a1,405 13 11	5	-	3,471 4 0	-	4,876 17 11	-	-	-	14 5 0	14 5 0
863 19 7	6½	-	c 72 17 6	-	936 17 1	-	-	-	82 7 6	82 7 6
23,807 18 1	3½	-	-	-	23,807 18 1	-	-	-	684 11 11	684 11 11
700 0 0	5	-	-	-	700 0 0	-	-	-	29 8 5	29 8 5
-	-	-	-	-	-	-	-	-	97 5 4	97 5 4
d 354 2 8	e	-	-	-	354 2 8	-	-	-	42 9 6	42 9 6
176 14 1	7	-	-	-	176 14 1	-	-	-	1 13 0	1 13 0
1,500 0 0	4	-	-	-	1,500 0 0	-	-	-	241 14 5	241 14 5
f 5,525 0 0	4	-	4,499 3 0	-	10,024 3 0	-	-	-	23 0 8	23 0 8
6,000 0 0	4	-	960 0 0	-	6,960 0 0	-	-	-	459 14 9	459 14 9
1,000 0 0	5	-	-	-	1,000 0 0	-	-	-	183 3 10	183 3 10
3,838 3 7	4	-	1,765 9 10	-	5,603 13 5	-	-	-	133 4 3	133 4 3
17,575 0 0	3½	-	1,612 11 10	-	19,187 11 10	-	-	-	521 8 3	521 8 3
7,094 12 4	-	-	-	4,411 14 4	11,506 6 8	-	-	-	312 15 2	312 15 2
-	-	-	-	-	-	-	-	-	-	-
28 0 0	4	-	-	-	28 0 0	20 0 0	-	-	38 0 0	38 0 0
-	-	-	-	-	-	-	-	-	43 10 10	63 10 10
73,119 4 3	-	-	12,381 6 2	4,411 14 4	89,912 4 9	143 0 0	-	-	3,090 19 4	3,233 19 4
6,600 0 0	4½	-	-	2,022 2 0	8,622 2 0	-	-	-	-	-
921 11 3	5	-	578 18 7	-	1,500 9 10	1 0 0	-	65 2 1	139 18 2	206 0 3
-	-	-	-	-	-	15 1 8	100 0 0	300 0 0	4,102 7 3	4,517 8 11
6,250 0 0	5	-	-	-	6,250 0 0	-	-	-	454 2 10	454 2 10
2,602 10 0	5	-	7,153 0 4	198 10 5	9,959 0 9	3 13 4	-	200 1 8	-	203 15 0
11,550 0 0	3½ & 4	-	8,014 7 0	-	19,564 7 0	8 10 0	-	20 10 0	170 10 2	199 10 2
9,815 0 0	3	-	-	-	9,815 0 0	-	-	-	451 15 1	451 15 1
31,139 1 3	-	-	15,751 5 11	198 10 5	47,088 17 7	28 5 0	100 0 0	585 13 9	5,318 13 6	6,032 12 3
31,960 4 7	4½	358 10 0	j 8,007 19 9	-	40,326 14 4	248 5 7	45 0 0	-	56 5 8	56 5 8
8,290 8 3	5	-	e-	-	8,290 8 3	15 0 0	-	-	1,052 11 1	1,345 16 8
-	-	-	-	50 7 2	50 7 2	-	-	-	197 12 7	212 12 7
40,250 12 10	-	358 10 0	8,007 19 9	50 7 2	48,667 9 9	263 5 7	45 0 0	-	1,306 9 4	1,614 14 11
60,611 8 5	5 & 4	-	21,488 5 3	-	82,099 13 8	-	-	-	26 15 5	26 15 5
5,405 19 0	4½ & 5	-	4,920 15 0	170 1 2	10,496 15 2	-	-	20 14 0	-	20 14 0
37,794 15 5	5	-	-	-	37,794 15 5	38 0 0	-	-	45 15 1	83 15 1
2,684 11 6	4	-	6,996 19 2	-	9,681 10 8	-	-	-	575 7 5	575 7 5
3,222 0 0	5	-	8,699 8 0	-	11,921 8 0	-	-	-	134 1 6	134 1 6
612 0 0	5	-	-	-	612 0 0	-	-	-	57 6 6	57 6 6
3,625 4 8	5	-	k 1,386 19 10	-	5,012 4 6	-	-	134 4 1	109 12 4	243 16 5
6,866 0 0	4 & 5	23 16 6	l 1,603 11 7	307 12 5	8,801 0 6	-	-	-	-	-
24,154 0 0	4½ & 4½	-	-	-	24,154 0 0	-	-	-	1,192 13 1	1,192 13 1
1,000 0 0	4½	4,785 11 2	-	-	5,785 11 2	-	-	-	13,944 15 5	13,944 15 5
-	-	-	-	-	-	-	-	-	1,205 19 1	1,205 19 1

d Overstated in previous returns.

e Not stated.

i Including 14,000*l.* postponed debt.

m For purchase of suspension bridges, &c.

f Debt reduced on authority of the county auditor, sanctioned by the county.

j Including 7,593*l.* 6*s.* 3*d.* on postponed debt.n Increased 4,692*l.* 6*s.* 10*d.* without explanation.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF LANARK—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12. Glasgow and Shotts - - -	- - -	- - -	55 0 0	20 16 0	- - -	74 0 2	7,569 12 0
13. Great Western and St. George's -	1,218 19 4	- - -	42 10 0	8 1 0	- - -	69 6 5	2,251 15 0
14. Lanark and Hamilton - - -	95 1 3	- - -	- - -	- - -	- - -	5 19 4	428 18 4
15. Lanarkshire, East and West - -	412 15 9	- - -	- - -	- - -	- - -	28 7 3	852 0 0
16. Ditto, North and South - - -	807 15 5	- - -	- - -	- - -	- - -	25 19 10	2,024 18 9
17. Port Dundas and Craighall - -	218 12 11	- - -	- - -	- - -	233 18 5	18 17 9	817 1 5
18. Renfrew - - - - -	- - -	- - -	469 18 10	74 17 2	- - -	32 3 10	2,142 13 7
19. Three Mile House - - - - -	- - -	- - -	403 4 7	50 17 0	- - -	51 17 9	1,557 2 5
20. Wilsontown and Biggar - - -	27 0 0	- - -	0 7 6	- - -	- - -	2 1 8	121 16 9
21. Wilsontown and Lanark - - -	95 17 6	- - -	- - -	- - -	- - -	6 12 4	215 4 7
22. Yoker - - - - -	- - -	- - -	88 10 7	100 18 9	- - -	98 13 3	3,266 5 11
£	6,771 3 10	- - -	13,864 7 11	393 11 0	1,726 18 5	983 2 0	57,568 17 0
COUNTY OF LINLITHGOW.							
1. Clench - - - - -	- - -	- - -	219 17 2	- - -	- - -	13 5 4	905 1 4
2. Cramond Bridge, Queensferry, and Linlithgow - - - - -	140 2 6	- - -	- - -	- - -	- - -	18 14 11	618 4 0
3. Linlithgow - - - - -	83 15 10	- - -	50 1 7	- - -	- - -	11 6 9	592 7 2
£	223 18 4	- - -	269 18 9	- - -	- - -	43 7 0	2,115 12 6
COUNTY OF PERTH.							
1. Athole - - - - -	448 10 7	- - -	- - -	- - -	- - -	10 2 0	825 7 3
2. Auchterarder - - - - -	- - -	- - -	- - -	- - -	- - -	17 17 9	114 12 9
3. Blairgowrie and Bridge of Cally -	266 4 9	- - -	43 0 11	- - -	- - -	9 11 8	531 17 5
4. Blairgowrie and Coupar Angus -	101 14 10	- - -	- - -	- - -	- - -	4 5 1	183 15 3
5. Carse of Gowrie - - - - -	56 2 1	- - -	7 7 1	- - -	- - -	28 14 4	741 19 11
6. Crieff and Longcausewayhead - -	23 12 0	- - -	- - -	- - -	- - -	50 13 4	857 13 1
7. Dalpatrick - - - - -	83 15 9	- - -	- - -	- - -	- - -	6 5 8	156 6 4
8. Dalreoch - - - - -	85 17 2	- - -	- - -	- - -	- - -	56 6 0	417 12 5
9. Drip and Frew and Netherton (united) - - - - -	15 14 8	- - -	873 10 3	- - -	- - -	23 12 2	1,357 4 10
10. Dunblane, Doune, and Callander -	401 13 9	- - -	250 0 0	- - -	- - -	37 13 10	1,361 6 5
11. Dunkeld to Aberfeldy and Kenmore	166 4 6	- - -	- - -	- - -	- - -	14 13 0	544 0 4
12. Dunning - - - - -	- - -	- - -	- - -	- - -	- - -	4 0 11	59 15 1
13. Gleneagles - - - - -	78 12 7	- - -	- - -	- - -	- - -	17 19 4	321 3 2
14. Glenfalloch - - - - -	- - -	- - -	- - -	- - -	- - -	1 15 2	83 0 8
15. Glenlichorn - - - - -	- - -	- - -	- - -	- - -	- - -	4 10 8	57 18 11
16. Lochearn - - - - -	177 11 11	- - -	- - -	- - -	- - -	26 6 0	765 18 1
17. Lochtayside and Glendochart - -	- - -	- - -	- - -	- - -	- - -	12 4 1	445 13 5
18. Monteith - - - - -	435 0 0	- - -	- - -	- - -	- - -	3 13 1	648 4 10
19. New Bridge of Earn - - - - -	- - -	- - -	- - -	- - -	- - -	0 0 6	10 10 6
20. Perth Bridge - - - - -	- - -	- - -	- - -	- - -	- - -	1 5 2	57 4 2
21. Perth and Coupar Angus - - -	326 15 9	- - -	- - -	- - -	- - -	45 2 10	744 2 9
22. Perth and Crieff - - - - -	535 11 10	- - -	- - -	- - -	- - -	57 9 10	1,082 15 6
23. Perth and Dunkeld - - - - -	89 19 2	- - -	- - -	- - -	54 17 2	14 2 6	656 9 8
24. Perth and Kinclaven - - - - -	- - -	- - -	- - -	- - -	- - -	16 3 11	219 16 7
25. Strathbraan - - - - -	82 7 6	- - -	- - -	- - -	- - -	7 1 10	167 5 11
26. Strathtay - - - - -	- - -	- - -	- - -	- - -	- - -	2 4 7	211 17 5
27. Taybridge Road - - - - -	117 14 11	- - -	- - -	- - -	- - -	20 0 6	397 17 11
28. Tummell Bridge Road - - - - -	127 11 2	- - -	- - -	- - -	- - -	14 18 9	500 11 11
£	3,620 14 11	- - -	1,173 18 3	- - -	54 17 2	508 14 6	13,522 2 6
COUNTY OF RENFREW.							
1. Kelly Roads - - - - -	397 11 2	- - -	- - -	- - -	- - -	33 16 4	1,863 6 3
2. Renfrew and Greenock - - - - -	474 15 7	- - -	- - -	- - -	- - -	25 9 0	1,531 10 0
3. Renfrewshire, 1st District - - -	353 14 5	- - -	150 0 0	86 5 5	400 0 0	167 16 9	9,904 0 4
4. Ditto 2nd District - - - - -	650 5 6	- - -	- - -	- - -	- - -	141 7 0	3,080 5 4
5. Ditto 3rd District - - - - -	24 8 10	- - -	- - -	- - -	- - -	36 9 10	677 6 0
£	1,900 15 6	- - -	150 0 0	86 5 5	400 0 0	404 18 11	17,056 7 11

(Continued from page 19.)

a Large arrears, the amount not stated.

c Including 566l. 17s. 2d. at 4l. per cent.

d Interest varies on 877l. 15s. 5d.

f According to income.

i If the surplus tolls are insufficient to pay the full rate, the Trust is not liable for the deficiency.

EXPENDITURE.

9.	10.	11.	12.	13.	14.	15.			16.	17.	18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of				Law Charges.	
						Treasurer.	Clerk.	Surveyor.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
12. a6,300 15 7	- - -	- - -	- - -	- - -	456 1 8	150 0 0	120 0 0	150 0 0	242 18 7		
13. 206 4 11	94 11 2	548 10 1	- - -	- - -	23 13 6	30 0 0	- - -	- - -	9 18 7		
14. 152 9 4	- - -	b 99 19 7	- - -	0 18 10	29 10 0	10 0 0	10 0 0	25 0 0	- - -		
15. 196 3 2	- - -	b 104 7 9	- - -	- - -	10 12 2	21 0 0	20 0 0	52 5 0	6 8 11		
16. a 927 5 2	- - -	- - -	- - -	- - -	65 18 4	50 0 0	50 0 0	98 0 0	- - -		
17. 76 18 6	- - -	171 16 4	- - -	- - -	5 12 1	35 0 0	- - -	12 10 0	43 15 5		
18. 284 6 0	188 4 6	939 15 4	- - -	- - -	58 2 8	45 0 0	- - -	30 0 0	20 5 3		
19. 174 6 0	128 19 10	606 0 9	- - -	- - -	49 15 2	45 0 0	- - -	30 0 0	17 1 4		
20. 46 1 0	- - -	b 29 6 7	- - -	- - -	- - -	- - -	7 0 0	10 0 0	- - -		
21. 43 11 8	- - -	b 47 3 3	- - -	- - -	1 19 10	- - -	c 20 0 0	- - -	- - -		
22. 857 7 4	464 15 11	1,405 6 1	- - -	- - -	107 18 6	60 0 0	- - -	70 0 0	12 15 6		
17,360 12 3	1,224 11 0	5,614 11 7	467 14 2	23 8 10	1,302 16 7	769 5 0	677 10 0	1,092 15 0	5,296 9 5		
1. a 564 12 6	- - -	- - -	- - -	8 17 6	7 11 6	- - -	25 0 0	60 0 0	5 17 4		
2. 124 12 4	9 12 0	233 3 8	- - -	- - -	18 1 1	- - -	20 0 0	52 0 0	1 17 6		
3. 131 11 8	9 6 0	226 4 8	- - -	- - -	20 14 2	- - -	15 0 0	40 0 0	4 6 6		
820 16 6	18 18 0	459 8 4	- - -	8 17 6	46 6 9	- - -	60 0 0	152 0 0	12 1 4		
1. 181 11 4	- - -	90 19 8	- - -	- - -	28 3 8	- - -	30 0 0	36 0 0	- - -		
2. a 57 1 8	- - -	- - -	- - -	0 8 4	7 3 0	- - -	12 2 0	20 0 0	- - -		
3. 157 2 4	29 5 1	6 4 0	- - -	- - -	4 11 0	- - -	6 6 0	- - -	9 11 8		
4. 55 7 0	3 7 0	- - -	- - -	- - -	5 1 4	- - -	- - -	6 6 0	7 14 0		
5. d 416 16 8	114 0 7	- - -	- - -	4 0 0	17 18 6	- - -	20 0 0	75 0 0	2 0 8		
6. b 648 6 8	- - -	- - -	- - -	15 1 1	- - -	- - -	50 0 0	70 0 0	- - -		
7. a 53 8 3	- - -	- - -	- - -	- - -	2 6 8	- - -	2 10 0	8 0 0	- - -		
8. a 205 9 9	- - -	- - -	- - -	- - -	12 17 6	- - -	27 2 0	30 0 0	- - -		
9. a 399 8 9	- - -	- - -	- - -	- - -	- - -	- - -	19 19 0	25 0 0	- - -		
10. 598 17 4	- - -	- - -	- - -	8 1 6	- - -	15 0 0	10 0 0	40 0 0	- - -		
11. 116 6 2	- - -	143 4 6	- - -	- - -	- - -	- - -	15 0 0	32 10 0	56 2 2		
12. 35 14 2	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	- - -		
13. a 159 1 6	- - -	- - -	- - -	1 7 6	7 0 3	- - -	22 2 0	35 0 0	- - -		
14. a 76 7 6	- - -	- - -	- - -	- - -	- - -	3 8 0	- - -	1 10 0	- - -		
15. a 41 1 11	- - -	- - -	- - -	- - -	1 5 4	- - -	6 1 0	5 0 0	- - -		
16. a 477 10 4	- - -	- - -	- - -	- - -	31 8 10	- - -	27 1 0	26 0 0	- - -		
17. a 308 11 5	- - -	- - -	- - -	- - -	102 5 11	13 12 0	- - -	9 0 0	- - -		
18. 98 15 3	61 5 0	13 2 6	- - -	4 0 0	1 16 6	5 12 6	- - -	20 7 6	4 12 6		
19. - - -	- - -	- - -	- - -	- - -	- - -	5 5 0	5 5 0	- - -	- - -		
20. 46 15 0	- - -	- - -	- - -	- - -	- - -	5 0 0	- - -	4 4 0	- - -		
21. 212 10 7	74 4 6	- - -	- - -	- - -	14 9 1	21 0 0	- - -	50 0 0	- - -		
22. 299 1 8	68 15 5	- - -	- - -	8 16 0	15 18 9	- - -	27 2 0	70 0 0	- - -		
23. 280 6 5	65 5 0	- - -	- - -	6 13 4	20 6 1	- - -	40 0 0	85 0 0	- - -		
24. 120 10 6	22 12 6	- - -	- - -	2 10 0	8 0 8	15 15 0	- - -	34 4 0	- - -		
25. b 65 2 3	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	2 14 4		
26. 140 7 6	- - -	- - -	- - -	- - -	- - -	2 10 0	2 10 0	5 0 0	59 5 4		
27. f 200 7 0	- - -	- - -	- - -	- - -	7 5 6	- - -	20 0 0	32 10 0	- - -		
28. f 315 0 0	- - -	- - -	- - -	- - -	3 2 0	- - -	15 0 0	25 0 0	- - -		
5,766 18 11	438 15 1	253 10 8	- - -	50 17 9	291 0 7	87 2 6	373 0 0	760 11 6	142 0 8		
1. 698 17 3	- - -	b 570 15 9	- - -	6 17 3	4 19 4	- - -	- - -	g 20 0 0	130 9 2		
2. 385 2 8	- - -	b 378 1 5	- - -	- - -	73 0 4	- - -	52 10 0	31 10 0	111 1 0		
3. 2,705 0 4	- - -	b 5,248 4 3	- - -	16 4 0	322 1 11	- - -	192 0 0	121 0 0	141 13 3		
4. 809 2 2	- - -	b 1,077 17 5	- - -	1 15 0	64 6 2	- - -	175 0 0	90 0 0	70 12 1		
5. 219 6 10	- - -	b 335 3 2	- - -	- - -	21 17 4	- - -	20 0 0	20 0 0	- - -		
4,817 9 3	- - -	7,610 2 0	- - -	24 16 3	486 5 1	- - -	439 10 0	282 10 0	453 15 6		

d Including materials.

e From other roads.

f Contract work.

g For 2 years.

(Continued on page 20.)

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF TRUSTS.	EXPENDITURE— <i>continued.</i>						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF LANARK— <i>cont.</i>							
12. Glasgow and Shotts - - -	- - -	- - -	55 0 0	20 16 0	- - -	74 0 2	7,569 12 0
13. Great Western and St. George's -	1,218 19 4	- - -	42 10 0	8 1 0	- - -	69 6 5	2,251 15 0
14. Lanark and Hamilton - - -	95 1 3	- - -	- - -	- - -	- - -	5 19 4	428 18 4
15. Lanarkshire, East and West - -	412 15 9	- - -	- - -	- - -	- - -	28 7 3	852 0 0
16. Ditto, North and South - - -	807 15 5	- - -	- - -	- - -	- - -	25 19 10	2,024 18 9
17. Port Dundas and Craighall - -	218 12 11	- - -	- - -	- - -	233 18 5	18 17 9	817 1 5
18. Renfrew - - -	- - -	- - -	469 18 10	74 17 2	- - -	32 3 10	2,142 13 7
19. Three Mile House - - -	- - -	- - -	403 4 7	50 17 0	- - -	51 17 9	1,557 2 5
20. Wilsontown and Biggar - - -	27 0 0	- - -	0 7 6	- - -	- - -	2 1 8	121 16 9
21. Wilsontown and Lanark - - -	95 17 6	- - -	- - -	- - -	- - -	6 12 4	215 4 7
22. Yoker - - -	- - -	- - -	88 10 7	100 18 9	- - -	98 13 3	3,266 5 11
£	6,771 3 10	- - -	13,864 7 11	393 11 0	1,726 18 5	983 2 0	57,568 17 0
COUNTY OF LINLITHGOW.							
1. Cleuch - - -	- - -	- - -	219 17 2	- - -	- - -	13 5 4	905 1 4
2. Cramond Bridge, Queensferry, and Linlithgow - - -	140 2 6	- - -	- - -	- - -	- - -	18 14 11	618 4 0
3. Linlithgow - - -	83 15 10	- - -	50 1 7	- - -	- - -	11 6 9	592 7 2
£	223 18 4	- - -	269 18 9	- - -	- - -	43 7 0	2,115 12 6
COUNTY OF PERTH.							
1. Athole - - -	448 10 7	- - -	- - -	- - -	- - -	10 2 0	825 7 3
2. Auchterarder - - -	- - -	- - -	- - -	- - -	- - -	17 17 9	114 12 9
3. Blairgowrie and Bridge of Cally -	266 4 9	- - -	43 0 11	- - -	- - -	9 11 8	531 17 5
4. Blairgowrie and Coupar Angus -	101 14 10	- - -	- - -	- - -	- - -	4 5 1	183 15 3
5. Carse of Gowrie - - -	56 2 1	- - -	7 7 1	- - -	- - -	28 14 4	741 19 11
6. Crieff and Longcausewayhead - -	23 12 0	- - -	- - -	- - -	- - -	50 13 4	857 13 1
7. Dalpatrick - - -	83 15 9	- - -	- - -	- - -	- - -	6 5 8	156 6 4
8. Dalreoch - - -	85 17 2	- - -	- - -	- - -	- - -	56 6 0	417 12 5
9. Drip and Frew and Netherton (united) - - -	15 14 8	- - -	873 10 3	- - -	- - -	23 12 2	1,357 4 10
10. Dunblane, Doune, and Callander -	401 13 9	- - -	250 0 0	- - -	- - -	37 13 10	1,361 6 5
11. Dunkeld to Aberfeldy and Kenmore	166 4 6	- - -	- - -	- - -	- - -	14 13 0	544 0 4
12. Dunning - - -	- - -	- - -	- - -	- - -	- - -	4 0 11	59 15 1
13. Gleneagles - - -	78 12 7	- - -	- - -	- - -	- - -	17 19 4	321 3 2
14. Glenfalloch - - -	- - -	- - -	- - -	- - -	- - -	1 15 2	83 0 8
15. Glenlichorn - - -	- - -	- - -	- - -	- - -	- - -	4 10 8	57 18 11
16. Lochearn - - -	177 11 11	- - -	- - -	- - -	- - -	26 6 0	765 18 1
17. Lochtayside and Glendochart - -	- - -	- - -	- - -	- - -	- - -	12 4 1	445 13 5
18. Monteith - - -	435 0 0	- - -	- - -	- - -	- - -	3 13 1	648 4 10
19. New Bridge of Earn - - -	- - -	- - -	- - -	- - -	- - -	0 0 6	10 10 6
20. Perth Bridge - - -	- - -	- - -	- - -	- - -	- - -	1 5 2	57 4 2
21. Perth and Coupar Angus - - -	326 15 9	- - -	- - -	- - -	- - -	45 2 10	744 2 9
22. Perth and Crieff - - -	535 11 10	- - -	- - -	- - -	- - -	57 9 10	1,082 15 6
23. Perth and Dunkeld - - -	89 19 2	- - -	- - -	- - -	54 17 2	14 2 6	656 9 8
24. Perth and Kinclaven - - -	- - -	- - -	- - -	- - -	- - -	16 3 11	219 16 7
25. Strathbraan - - -	82 7 6	- - -	- - -	- - -	- - -	7 1 10	167 5 11
26. Strathtay - - -	- - -	- - -	- - -	- - -	- - -	2 4 7	211 17 5
27. Taybridge Road - - -	117 14 11	- - -	- - -	- - -	- - -	20 0 6	397 17 11
28. Tummell Bridge Road - - -	127 11 2	- - -	- - -	- - -	- - -	14 18 9	500 11 11
£	3,620 14 11	- - -	1,173 18 3	- - -	54 17 2	508 14 6	13,522 2 6
COUNTY OF RENFREW.							
1. Kelly Roads - - -	397 11 2	- - -	- - -	- - -	- - -	33 16 4	1,863 6 3
2. Renfrew and Greenock - - -	474 15 7	- - -	- - -	- - -	- - -	25 9 0	1,531 10 0
3. Renfrewshire, 1st District - - -	353 14 5	- - -	150 0 0	86 5 5	400 0 0	167 16 9	9,904 0 4
4. Ditto 2nd District - - -	650 5 6	- - -	- - -	- - -	- - -	141 7 0	3,080 5 4
5. Ditto 3rd District - - -	24 8 10	- - -	- - -	- - -	- - -	36 9 10	677 6 0
£	1,900 15 6	- - -	150 0 0	86 5 5	400 0 0	404 18 11	17,056 7 11

a Large arrears, the amount not stated.

c Including 566*l.* 17*s.* 2*d.* at 4*l.* per cent.b Interest varies on 877*l.* 15*s.* 5*d.*

f According to income.

i If the surplus tolls are insufficient to pay the full rate, the Trust is not liable for the deficiency.

DEBTS.						ARREARS OF INCOME.				
26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.
Bonded or Mortgage Debts.	Rate of In- terest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on this Account.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12. - - - -	- - - -	- - - -	- - - -	- - - -	- - - -	580 0 0	- - - -	- - - -	3,911 3 6	4,491 3 6
13. 21,452 2 0	4	3,000 0 0	- - - -	- - - -	24,452 2 0	- - - -	- - - -	- - - -	1,706 11 10	1,706 11 10
14. 2,925 0 0	3½	- - - -	4,426 5 0	29 19 3	7,381 4 3	- - - -	- - - -	344 17 10	- - - -	344 17 10
15. 24,864 11 0	5	- - - -	a - - - -	- - - -	24,864 11 0	- - - -	- - - -	102 2 10	- - - -	102 2 10
16. 54,443 18 3	5	- - - -	75,385 4 0	- - - -	129,829 2 3	- - - -	- - - -	- - - -	722 6 8	722 6 8
17. 4,437 15 5	b 4	- - - -	- - - -	- - - -	4,437 15 5	- - - -	- - - -	- - - -	- - - -	- - - -
18. - - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	1,940 2 10	1,940 2 10
19. - - - -	- - - -	- - - -	- - - -	268 10 4	268 10 4	- - - -	- - - -	- - - -	- - - -	- - - -
20. 650 0 0	5 & 4	- - - -	20 0 0	- - - -	670 0 0	7 2 5	- - - -	- - - -	16 18 4	24 0 9
21. 3,250 0 0	3	- - - -	2,879 9 9	- - - -	6,129 9 9	- - - -	- - - -	- - - -	14 18 4	14 18 4
22. - - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	4,089 13 2	4,089 13 2
257,999 5 8	- - - -	7,809 7 8	127,806 17 7	776 3 2	394,391 14 1	625 2 5	- - - -	601 18 9	29,694 0 6	30,921 1 8
1. - - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	310 12 8	310 12 8
2. 3,000 0 0	4½ & 5	- - - -	- - - -	16 12 3	3,016 12 3	- - - -	4 10 0	- - - -	- - - -	4 10 0
3. 2,077 9 9	3½ & 4½	- - - -	- - - -	- - - -	2,077 9 9	- - - -	15 0 0	- - - -	293 18 1	308 18 1
5,077 9 9	- - - -	- - - -	- - - -	16 12 3	5,094 2 0	- - - -	19 10 0	- - - -	604 10 9	624 0 9
1. 9,500 0 0	4	- - - -	- - - -	202 19 10	9,702 19 10	- - - -	- - - -	- - - -	- - - -	- - - -
2. 4,380 5 10	5	- - - -	6,668 14 8	- - - -	11,049 0 6	- - - -	- - - -	134 10 2	42 13 2	177 3 4
3. 5,700 0 0	4	- - - -	- - - -	123 10 0	5,823 10 0	- - - -	- - - -	- - - -	- - - -	- - - -
4. c 3,544 0 0	4	- - - -	- - - -	- - - -	3,544 0 0	- - - -	- - - -	40 0 0	211 10 10	251 10 10
5. d 10,300 0 0	4 & 5	- - - -	- - - -	16 0 5	10,316 0 5	- - - -	- - - -	- - - -	- - - -	- - - -
6. 600 0 0	4	- - - -	- - - -	- - - -	600 0 0	- - - -	- - - -	- - - -	2,122 18 9	2,122 18 9
7. 1,718 6 3	4½ & 5	- - - -	912 12 8	453 5 0	3,084 3 11	- - - -	- - - -	59 11 9	- - - -	59 11 9
8. e 12,457 5 6	5	- - - -	11,392 12 10	- - - -	23,849 18 4	- - - -	- - - -	159 8 10	272 15 4	432 4 2
9. 400 0 0	4	- - - -	- - - -	95 17 11	495 17 11	- - - -	- - - -	- - - -	- - - -	- - - -
10. 8,600 0 0	4½ & 5	- - - -	- - - -	- - - -	8,600 0 0	- - - -	- - - -	20 0 0	455 8 4	475 8 4
11. 7,075 0 0	f - - - -	- - - -	- - - -	- - - -	7,075 0 0	- - - -	- - - -	- - - -	324 9 5	324 9 5
12. 9,047 6 2	5	- - - -	16,735 15 6	- - - -	25,783 1 8	- - - -	- - - -	22 7 11	57 5 7	79 13 6
13. 42,106 0 9	5	- - - -	39,471 0 0	- - - -	81,577 0 9	- - - -	- - - -	242 4 6	- - - -	242 4 6
14. 4,280 0 0	4½	- - - -	5,468 3 3	8 14 6	9,756 17 9	- - - -	- - - -	- - - -	- - - -	- - - -
15. 5,543 14 0	5	- - - -	15,938 2 6	- - - -	21,481 16 6	- - - -	- - - -	60 12 5	80 18 1	141 10 6
16. 13,493 18 9	5	- - - -	19,247 6 1	- - - -	32,741 4 10	26 0 0	- - - -	18 18 9	153 15 7	198 14 4
17. 12,215 0 0	4½	- - - -	795 9 6	811 19 10	13,822 9 4	- - - -	- - - -	- - - -	- - - -	- - - -
18. 2,988 11 0	4 & 4½	- - - -	884 15 2	- - - -	3,873 6 2	2 13 4	- - - -	- - - -	141 14 6	144 7 10
19. - - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	3,464 19 11	3,464 19 11
20. - - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	184 19 9	184 19 9
21. 9,940 0 0	3½ to 4½	- - - -	g 1,896 18 7	- - - -	11,836 18 7	- - - -	- - - -	- - - -	532 7 11	532 7 11
22. 9,906 4 10	4	- - - -	277 19 6	121 18 10	10,306 3 2	- - - -	- - - -	- - - -	- - - -	- - - -
23. 1,957 11 3	4	- - - -	- - - -	- - - -	1,957 11 3	- - - -	- - - -	- - - -	2 12 10	2 12 10
24. 10,076 13 3	4½ & 5	- - - -	h 57,502 13 4	- - - -	67,579 6 7	- - - -	- - - -	- - - -	931 18 4	931 18 4
25. 5,873 2 11	5	- - - -	6,268 2 4	- - - -	12,141 5 3	- - - -	- - - -	- - - -	101 2 2	101 2 2
26. 1,300 0 0	5	- - - -	745 0 0	- - - -	2,045 0 0	- - - -	- - - -	- - - -	35 17 1	35 17 1
27. 13,208 19 2	5	- - - -	9,991 2 1	- - - -	23,200 1 3	- - - -	- - - -	- - - -	16 19 10	16 19 10
28. 6,391 8 10	5	- - - -	2,873 4 10	- - - -	9,264 13 8	25 10 4	- - - -	106 0 0	521 9 5	652 19 9
212,603 8 6	- - - -	- - - -	197,069 12 10	1,834 6 4	411,507 7 8	54 3 8	- - - -	863 14 4	9,655 16 10	10,573 14 10
1. 12,000 0 0	i 4½	- - - -	- - - -	- - - -	12,000 0 0	- - - -	- - - -	- - - -	9 3 2	9 3 2
2. j 51,883 4 9	5	- - - -	k - - - -	- - - -	51,883 4 9	- - - -	- - - -	- - - -	394 0 5	394 0 5
3. 31,835 0 0	4 & 5	1,366 13 8	15,560 12 0	473 19 0	49,236 4 8	- - - -	- - - -	- - - -	- - - -	- - - -
4. 14,130 0 0	5	156 13 1	1,742 10 8	681 5 1	16,710 8 10	- - - -	- - - -	- - - -	- - - -	- - - -
5. 4,670 0 0	5	615 6 3	1,128 10 7	428 2 1	6,841 18 11	- - - -	- - - -	- - - -	- - - -	- - - -
114,518 4 9	- - - -	2,138 13 0	18,431 13 3	1,583 6 2	136,671 17 2	- - - -	- - - -	- - - -	403 3 7	403 3 7

c Including 1,000*l.* postponed debt.

g Including interest on postponed debt.

j Including 4,405*l.* postponed debt.d No interest paid on 9,100*l.*

h Including interest accumulated.

k Only 20 dividends, amounting to 33 per cent., have been paid.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME.				
			4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. TOTAL INCOME.
COUNTY OF ROXBURGH.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Drygrange Pontage - - -	1,004 17 10	- - -	143 1 0	- - -	20 1 10	- - -	163 2 10
2. Great Road - - -	95 5 2	- - -	177 0 0	- - -	2 4 1	- - -	179 4 1
3. Haremooss and Scotsdyke, East District - - -	809 3 0	- - -	484 7 2	- - -	69 8 7	- - -	553 15 9
4. Jedburgh; 1st Assignment - -	- - -	574 6 3	955 15 1	3 11 6	^b 530 4 11	- - -	1,489 11 6
5. " 2nd Assignment - - -	475 17 1	- - -	988 16 5	- - -	7 2 2	- - -	995 18 7
6. Kelso Bridge - - -	1,339 16 10	- - -	- - -	- - -	52 13 2	- - -	52 13 2
7. Kelso Union, North Branch - -	148 17 10	- - -	450 10 0	- - -	3 11 10	- - -	454 1 10
8. " South Branch - - -	10 8 11	- - -	103 0 0	- - -	0 11 7	- - -	103 11 7
9. " West Branch - - -	156 12 7	- - -	343 7 0	- - -	3 11 9	- - -	346 18 9
10. Lauder and Kelso - - -	- - -	369 17 4	1,171 0 0	- - -	- - -	- - -	1,171 0 0
11. Liddesdale - - -	975 0 6	- - -	375 17 6	- - -	17 16 11	- - -	393 14 5
12. Selkirk and St. Boswell's - -	- - -	1 9 1	89 7 6	- - -	0 1 7	- - -	89 9 1
£	5,015 19 9	945 12 8	5,282 1 8	3 11 6	707 8 5	- - -	5,993 1 7
COUNTY OF SELKIRK.							
1. Ettrick - - -	74 13 6	- - -	8 1 10	- - -	6 2 8	- - -	14 4 6
2. Selkirkshire - - -	- - -	353 15 2	497 12 11	- - -	128 7 6	- - -	626 0 5
£	74 13 6	353 15 2	505 14 9	- - -	134 10 2	- - -	640 4 11
COUNTY OF STIRLING.							
1. Crossmuirhead to Higginsneuck Ferry - - -	262 18 3	- - -	18 19 5	- - -	- - -	- - -	18 19 5
2. Denny to Fintry Branch - - -	390 6 6	- - -	112 10 0	- - -	13 2 8	- - -	125 12 8
3. Kerse Road and Bridge - - -	- - -	44 2 8	398 0 0	- - -	- - -	- - -	398 0 0
4. Linlithgow Bridge to Stirling, &c. -	1,011 11 0	- - -	2,416 0 0	- - -	29 7 9	- - -	2,445 7 9
5. Redrow to Peathill - - -	50 2 8	- - -	395 0 8	- - -	14 1 6	- - -	409 2 2
6. Stirling to Drymen Bridge - - -	327 5 6	- - -	619 0 0	- - -	10 8 9	- - -	629 8 9
7. West Stirlingshire, First District -	- - -	257 1 6	896 0 0	- - -	51 0 11	- - -	947 0 11
8. " " Second District - - -	10 13 10	- - -	1,624 7 0	- - -	7 3 10	- - -	1,631 10 10
9. " " Third District - - -	22 18 3	- - -	621 13 0	- - -	32 16 0	- - -	654 9 0
£	2,075 16 0	301 4 2	7,101 10 1	- - -	158 1 5	- - -	7,259 11 6
COUNTY OF WIGTOWN.							
1. Wigtown Bridges - - -	2,117 15 0	- - -	- - -	- - -	1,595 15 6	- - -	1,595 15 6
2. Wigtown Roads - - -	114 19 11	- - -	250 5 10	- - -	6 6 9	- - -	256 12 7
£	2,232 14 11	- - -	250 5 10	- - -	1,602 2 3	- - -	1,852 8 1

^a Including carriage.

^b Including 500*l.* transferred from 2nd Assignment Account.

EXPENDITURE.

	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.
	Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Treasurer.	Clerk.	Surveyor.	£ s. d.
1.	10 0 0	- - -	- - -	- - -	- - -	5 10 7	- - -	5 5 0	- - -	- - -
2.	106 7 2	- - -	- - -	- - -	- - -	2 12 4	- - -	13 12 0	17 0 0	- - -
3.	99 1 6	- - -	a 179 19 1	- - -	- - -	28 8 6	- - -	30 0 0	50 0 0	- - -
4.	c 459 6 1	- - -	- - -	- - -	- - -	- - -	- - -	37 10 0	100 0 0	2 7 0
5.	c 600 8 2	- - -	- - -	- - -	- - -	- - -	- - -	37 10 0	100 0 0	4 13 8
6.	25 11 9	- - -	- - -	- - -	- - -	0 12 1	- - -	3 3 0	4 0 0	- - -
7.	c 218 3 10	- - -	- - -	- - -	- - -	23 17 5	- - -	16 15 0	30 0 0	- - -
8.	c 53 12 4	- - -	- - -	- - -	- - -	2 11 1	- - -	10 5 0	11 8 0	- - -
9.	56 18 6	- - -	71 2 7	- - -	- - -	14 8 6	- - -	16 0 0	18 18 0	- - -
10.	c 488 5 2	- - -	- - -	- - -	- - -	30 10 10	- - -	20 0 0	56 12 0	- - -
11.	111 9 6	- - -	a 108 6 2	- - -	- - -	40 6 8	- - -	10 0 0	47 0 0	- - -
12.	c 56 4 8	- - -	- - -	- - -	- - -	5 1 8	- - -	4 9 6	5 0 0	2 14 4
	2,285 8 8	- - -	359 7 10	- - -	- - -	153 19 8	- - -	204 9 6	439 18 0	9 15 0
1.	- - -	- - -	- - -	- - -	- - -	7 16 3	- - -	5 0 0	- - -	- - -
2.	301 2 7	62 18 3	39 5 4	- - -	- - -	63 2 1	- - -	40 0 0	69 11 0	- - -
	301 2 7	62 18 3	39 5 4	- - -	- - -	70 18 4	- - -	45 0 0	69 11 0	- - -
1.	c 19 10 0	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	2 10 0	- - -
2.	54 1 8	29 14 3	1 11 4	- - -	- - -	1 15 1	- - -	10 0 0	15 0 0	- - -
3.	115 4 0	18 3 6	51 4 0	- - -	- - -	22 5 6	- - -	21 0 0	15 0 0	- - -
4.	c 1,206 9 11	- - -	- - -	- - -	- - -	- - -	- - -	100 0 0	130 0 0	41 1 3
5.	c 229 15 10	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	15 0 0	- - -
6.	241 11 11	69 14 7	33 18 9	- - -	- - -	1 9 11	- - -	30 0 0	50 0 0	- - -
7.	a 601 9 6	- - -	- - -	- - -	10 0 0	- - -	- - -	28 10 6	51 6 4	- - -
8.	a 984 3 1	- - -	- - -	- - -	18 16 1	- - -	- - -	51 14 0	93 2 4	- - -
9.	c 387 15 2	- - -	- - -	- - -	- - -	- - -	- - -	19 15 6	35 11 4	- - -
	3,840 1 1	117 12 4	86 14 1	- - -	28 16 1	25 10 6	- - -	276 0 0	407 10 0	41 1 3
1.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
2.	- - -	- - -	- - -	- - -	- - -	- - -	6 12 0	- - -	- - -	32 14 9
	- - -	- - -	- - -	- - -	- - -	- - -	6 12 0	- - -	- - -	32 14 9

c Including materials, &c.

(Continued on page 24.)

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

(Continued from page 23.)

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF ROXBURGH.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Drygrange Pontage	1 5 1	- - -	- - -	- - -	- - -	0 12 1	22 12 9
2. Great Road	- - -	- - -	- - -	- - -	- - -	11 10 5	151 1 11
3. Haremooss and Scotsdyke, East District	- - -	- - -	126 15 7	- - -	- - -	22 2 1	536 6 9
4. Jedburgh, 1st Assignment	561 19 4	20 0 0	- - -	- - -	- - -	28 12 6	1,209 5 11
5. „ 2nd Assignment	- - -	20 0 0	- - -	- - -	- - -	a 524 18 1	1,287 9 11
6. Kelso Bridge	- - -	- - -	- - -	- - -	- - -	5 19 11	39 6 9
7. Kelso Union, North Branch	150 0 0	- - -	- - -	- - -	- - -	13 9 7	452 5 10
8. „ South Branch	9 18 4	- - -	- - -	- - -	20 0 0	4 13 10	112 8 7
9. „ West Branch	125 7 6	- - -	- - -	- - -	- - -	6 18 8	309 13 9
10. Lauder and Kelso	25 11 1	- - -	9 0 0	- - -	- - -	- - -	629 19 1
11. Liddesdale	- - -	- - -	465 0 0	- - -	- - -	c 217 7 4	999 9 8
12. Selkirk and St. Boswell's	- - -	- - -	- - -	- - -	- - -	2 4 9	75 14 11
£	873 12 4	40 0 0	600 15 7	- - -	20 0 0	838 9 3	5,825 15 10
COUNTY OF SELKIRK.							
1. Ettrick	21 12 8	- - -	- - -	- - -	- - -	1 18 8	36 7 7
2. Selkirkshire	- - -	10 18 7	52 16 5	- - -	- - -	51 17 11	691 12 2
£	21 12 8	10 18 7	52 16 5	- - -	- - -	53 16 7	727 19 9
COUNTY OF STIRLING.							
1. Crossmuirhead to Higginsneuck Ferry	- - -	- - -	- - -	- - -	- - -	- - -	27 0 0
2. Denny to Fintry Branch	- - -	- - -	- - -	- - -	- - -	3 3 8	115 6 0
3. Kerse Road and Bridge	138 0 0	- - -	24 7 6	- - -	- - -	4 3 6	409 8 0
4. Linlithgow Bridge to Stirling, &c.	763 9 0	- - -	- - -	- - -	- - -	164 2 0	2,405 2 2
5. Redrow to Peathill	196 10 2	- - -	- - -	- - -	- - -	8 3 5	459 9 5
6. Stirling to Drymen Bridge	190 12 6	- - -	- - -	- - -	- - -	10 0 4	627 8 0
7. West Stirlingshire, First District	303 10 1	- - -	- - -	- - -	- - -	34 14 7	1,029 11 0
8. „ „ Second District	- - -	- - -	- - -	- - -	- - -	586 15 11	1,734 11 5
9. „ „ Third District	17 4 2	- - -	- - -	- - -	208 0 0	18 7 1	686 13 3
£	1,609 5 11	- - -	24 7 6	- - -	208 0 0	829 10 6	7,494 9 3
COUNTY OF WIGTOWN.							
1. Wigtown Bridges	- - -	- - -	1,671 15 10	- - -	- - -	- - -	1,671 15 10
2. Wigtown Roads	14 3 0	- - -	- - -	- - -	300 0 0	18 2 9	371 12 6
£	14 3 0	- - -	1,671 15 10	- - -	300 0 0	18 2 9	2,043 8 4

a Including 500*l.* transferred to 1st Assignment Account.

b No interest has been paid on 1,200*l.*

c Interest on 2,000*l.* postponed.

d Uncertain.

e Including 700*l.* lent by other Districts.

DEBTS.						ARREARS OF INCOME.				
26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on this Account.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 25 2 6	5	-	-	-	25 2 6	-	-	-	1,145 7 11	1,145 7 11
2. -	-	-	-	-	-	-	-	-	123 7 4	123 7 4
3. 1,100 0 0	5	-	5,800 0 0	-	6,900 0 0	-	-	-	826 12 0	826 12 0
4. 19,264 18 8	4½	-	168 19 9	294 0 8	19,727 19 1	-	-	-	-	-
5. -	-	-	-	-	-	15 9 4	-	-	184 5 9	199 15 1
6. -	-	-	-	-	-	-	-	-	1,353 3 3	1,353 3 3
7. 3,000 0 0	5	-	6,000 0 0	-	9,000 0 0	-	-	-	150 13 10	150 13 10
8. 3,019 13 4	5	-	1,281 12 3	-	4,301 5 7	-	-	-	1 11 11	1 11 11
9. 2,550 0 0	5	-	2,040 0 0	-	4,590 0 0	-	-	-	193 17 7	193 17 7
10. -	-	-	-	-	-	-	-	-	171 3 7	171 3 7
11. 5,000 0 0	5	-	16,132 5 10	-	21,132 5 10	89 17 6	c 200 0 0	54 7 5	369 5 3	713 10 2
12. -	-	-	-	-	-	-	-	16 16 0	12 5 1	29 1 1
33,959 14 6	-	-	31,422 17 10	294 0 8	65,676 13 0	105 6 10	200 0 0	71 3 5	4,531 13 6	4,908 3 9
1. 550 0 0	4	-	-	-	550 0 0	-	-	-	52 10 5	52 10 5
2. 182 16 5	None	-	-	419 6 11	602 3 4	-	-	-	-	-
732 16 5	-	-	-	419 6 11	1,152 3 4	-	-	-	52 10 5	52 10 5
1. 3,626 10 8	d	-	-	-	3,626 10 8	-	-	-	254 17 8	254 17 8
2. -	-	-	-	-	-	-	-	-	400 13 2	400 13 2
3. e 8,850 0 0	4 & 5	-	9,047 0 0	55 10 8	17,952 10 8	-	-	-	-	-
4. 22,487 10 0	f	-	-	-	22,487 10 0	-	-	13 5 0	1,051 16 7	1,065 1 7
5. 12,937 0 4	4	-	-	0 4 7	12,937 4 11	-	-	-	-	-
6. 6,565 0 0	4½ to 5½	-	-	-	6,565 0 0	-	-	10 0 0	329 6 3	339 6 3
7. g 11,078 14 9	h 4	-	h	339 11 7	11,418 6 4	-	-	-	-	-
8. -	-	-	-	92 6 9	92 6 9	-	i 492 0 0	j 350 0 0	-	842 0 0
9. 492 0 0	4 & 5	-	-	9 6 0	501 6 0	-	-	j 350 0 0	-	350 0 0
66,036 15 9	-	-	9,047 0 0	496 19 7	75,580 15 4	-	492 0 0	723 5 0	2,036 13 8	3,251 18 8
1. -	-	-	-	-	-	-	21 15 3	-	2,041 14 8	2,063 9 11
2. -	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	21 15 3	-	2,041 14 8	2,063 9 11

c Including 200*l*. lent to the Liddesdale Statute Labour Road Trustees. d Uncertain, interest being according to income.
h No interest paid on 4,500*l*. postponed debt. i Due from 3rd District. j Due from 1st District.

LONDON:
Printed by **GEORGE E. EYRE** and **WILLIAM SPOTTISWOODE**,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

837

TURNPIKE TRUSTS.

AN ABSTRACT OF THE GENERAL STATEMENTS

OF THE

Income and Expenditure

OF THE SEVERAL

TURNPIKE TRUSTS

IN

SCOTLAND,

BETWEEN THE TERM OF WHITSUNDAY 1867 AND THE TERM OF
WHITSUNDAY 1868.

PURSUANT TO THE ACT 12 & 13 VICT. CAP. 31.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

FOR HER MAJESTY'S STATIONERY OFFICE.

AN ABSTRACT OF THE GENERAL STATEMENTS OF THE INCOME

1.	2.	3.	INCOME.				
NAMES OF COUNTIES.	Balance in Treasurers' Hands on last Account.	Balance due to the Treasurers on last Account.	4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. TOTAL INCOME.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
SCOTLAND.							
Trusts.							
ABERDEEN - - -	—	—	—	—	—	—	—
ARGYLL - - -	—	—	—	—	—	—	—
AIR - - - 18	5,297 17 1	285 6 1	17,037 9 2	- - -	1,227 5 5	- - -	18,264 14 7
BANFF - - - 1	127 6 2	- - -	63 18 4	- - -	1 13 2	- - -	65 11 6
BERWICK - - - 9	17,018 0 1	368 7 5	3,712 17 4	- - -	957 18 4	416 4 5	5,087 0 1
BUTE - - -	—	—	—	—	—	—	—
CAITHNESS - - -	—	—	—	—	—	—	—
CLACKMANNAN - 3	58 5 3	124 3 9	3,406 16 8	- - -	7 17 9	- - -	3,414 14 5
DUMBARTON - - 8	4,267 14 3	124 12 8	5,917 13 0	- - -	1,303 8 4	- - -	7,221 1 4
DUMFRIES - - - 5	3,604 3 6	- - -	3,642 10 11	- - -	167 19 3	- - -	3,810 10 2
EDINBURGH - - - 4	1,025 2 11	570 0 10	20,494 19 1	- - -	2,754 18 6	- - -	23,249 17 7
ELGIN - - - 1	175 1 6	- - -	226 2 5	- - -	2 12 5	- - -	228 14 10
FIFE - - - 7	3,070 4 4	- - -	10,587 8 10	- - -	769 10 9	- - -	11,356 19 7
FORFAR - - - 18	3,090 19 3	4,411 14 4	9,781 17 1	- - -	170 8 9	- - -	9,952 5 10
HADDINGTON - - 1	—	2,022 2 0	2,318 13 11	- - -	7,716 17 2	- - -	10,035 11 1
INVERNESS - - -	—	—	—	—	—	—	—
KINCARDINE - - 6	5,318 13 6	198 10 5	1,820 17 0	- - -	355 18 5	- - -	2,176 15 5
KINROSS - - - 4	1,306 9 3	50 7 2	2,058 5 0	- - -	274 3 8	- - -	2,332 8 8
KIRKCOUBRIGHT - - -	—	—	—	—	—	—	—
LANARK - - - 22	29,694 0 6	776 3 2	53,684 15 0	- - -	2,298 6 11	- - -	55,983 1 11
LINLITHGOW - - 3	604 10 9	16 12 3	2,028 6 4	- - -	177 9 2	- - -	2,205 15 6
NAIRN - - -	—	—	—	—	—	—	—
ORKNEY - - -	—	—	—	—	—	—	—
PEEBLES - - -	—	—	—	—	—	—	—
PERTH - - - 28	9,655 16 10	1,834 6 4	12,797 17 8	- - -	661 19 1	1,257 12 8	14,717 9 5
RENFREW - - - 5	403 3 7	1,583 6 2	17,563 19 2	- - -	72 0 9	- - -	17,635 19 11
ROSS AND CROMARTY - - -	—	—	—	—	—	—	—
ROXBURGH - - - 12	4,531 13 6	294 0 8	4,710 14 5	- - -	368 8 0	- - -	5,079 2 5
SELKIRK - - - 2	52 10 5	419 6 11	422 19 8	- - -	4 0 10	- - -	427 0 6
STIRLING - - - 9	2,036 13 8	496 19 7	7,078 16 11	- - -	218 18 8	- - -	7,297 15 7
SUTHERLAND - - -	—	—	—	—	—	—	—
WIGTOWN - - - 1	2,041 14 8	- - -	- - -	- - -	1,976 18 10	- - -	1,976 18 10
TOTAL - 167	93,380 1 0	13,575 19 9	179,356 17 11	- - -	21,488 14 2	1,673 17 1	202,519 9 2

Home Office, Whitehall, 5th August 1869.

AND EXPENDITURE OF THE SEVERAL TURNPIKE TRUSTS IN SCOTLAND, between the Term of WHITSUNDAY 1867 and the Term of WHITSUNDAY 1868, pursuant to the 12th and 13th Vict. Cap. 31.

EXPENDITURE.																	DEBTS.						ARREARS OF INCOME.				
9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.	Bonded or Mortgage Debts.	Rate of Interest per Cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance of this Year.	
						Treasurer.	Clerk.	Surveyor.																			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Average.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
4,856 15 4	742 17 6	4,776 19 1	- - -	59 19 3	626 14 11	381 11 3	303 0 11	824 15 2	7 6 6	623 1 6	- - -	2,451 12 6	- - -	360 0 0	789 7 7	16,804 1 6	70,167 10 7	4 $\frac{3}{4}$	1,667 13 7	72,220 8 6	127 10 9	144,183 3 5	224 5 11	- - -	37 7 8	6,000 0 0	
6 5 6	- - -	- - -	- - -	- - -	- - -	3 5 6	11 17 5	5 0 0	- - -	- - -	- - -	- - -	- - -	- - -	1 0 3	27 8 8	2,110 11 3	4 $\frac{1}{4}$	- - -	13,292 6 10	- - -	15,402 18 1	3 15 0	- - -	- - -	- - -	
2,096 7 10	- - -	247 8 7	- - -	5 0 0	42 6 1	- - -	180 4 0	229 7 6	16 8 6	652 17 0	- - -	195 7 0	- - -	640 0 0	569 0 8	4,874 7 2	55,086 13 4	2 $\frac{1}{4}$	- - -	20,597 15 2	106 13 6	75,791 2 0	89 5 4	- - -	140 11 11	16,000 0 0	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
846 19 3	340 5 2	169 13 6	- - -	- - -	52 2 10	- - -	70 0 0	180 4 0	- - -	1,495 4 1	- - -	46 12 3	- - -	50 0 0	97 17 10	3,348 18 11	53,160 0 0	3	- - -	- - -	38 18 2	53,198 18 2	- - -	- - -	- - -	- - -	
1,969 14 2	83 12 3	900 4 10	- - -	17 18 0	126 3 8	50 0 0	115 5 0	231 0 0	7 5 1	927 14 3	- - -	363 17 10	- - -	950 0 0	294 8 7	6,037 3 8	57,110 18 11	4 $\frac{3}{4}$	1,596 3 2	22,618 17 0	78 9 7	81,404 8 8	66 12 8	25 0 0	2,250 0 0	5,000 0 0	
1,921 16 6	21 15 2	507 6 4	- - -	- - -	112 13 3	50 0 0	192 12 4	339 11 4	- - -	69 17 3	- - -	325 15 3	- - -	150 0 0	204 15 7	3,896 3 0	40,042 12 7	4	- - -	19,560 8 3	299 9 8	59,902 10 6	25 5 0	- - -	- - -	3,000 0 0	
10,184 14 3	4,350 16 9	40 0 0	130 0 0	147 12 0	565 13 4	- - -	427 3 5	1,371 12 0	30 4 0	256 12 5	- - -	3,773 4 6	- - -	1,500 0 0	454 11 11	23,232 4 7	2,000 0 0	4	- - -	- - -	597 5 4	2,597 5 4	- - -	- - -	- - -	1,000 0 0	
15 10 9	- - -	- - -	- - -	- - -	- - -	10 10 0	5 5 0	- - -	- - -	89 2 0	- - -	- - -	- - -	- - -	51 3 0	171 10 9	1,782 0 0	5	12 0 0	- - -	- - -	1,794 0 0	- - -	- - -	- - -	- - -	
6,029 1 8	1,597 17 4	777 18 4	- - -	140 18 7	275 6 3	134 8 4	225 9 7	787 15 1	- - -	231 1 6	- - -	156 8 3	13 12 3	705 0 0	244 4 5	11,319 1 7	13,600 0 0	1 $\frac{1}{4}$	275 0 0	- - -	5 19 2	13,880 19 2	134 8 4	77 17 10	191 3 1	3,000 0 0	
4,535 15 3	774 9 1	211 12 11	- - -	87 7 8	294 4 0	182 9 6	222 12 2	527 15 0	- - -	1,812 19 7	- - -	23 10 2	7 6 11	433 1 5	372 3 4	9,485 7 0	73,275 6 1	3	- - -	12,858 19 1	4,394 11 8	90,528 16 10	95 10 0	- - -	- - -	3,000 0 0	
5,868 14 6	- - -	- - -	- - -	24 10 0	35 16 1	- - -	350 0 0	600 0 0	11 12 2	72 15 8	- - -	- - -	- - -	2,300 0 0	220 8 9	9,483 17 2	4,300 0 0	4 $\frac{1}{2}$	- - -	- - -	1,470 8 1	5,770 8 1	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
885 15 4	- - -	- - -	7 18 1	- - -	- - -	19 16 6	82 15 0	87 19 6	- - -	770 16 1	- - -	- - -	- - -	250 0 0	114 2 2	2,219 2 8	30,889 1 3	4	- - -	16,206 11 2	86 13 5	47,182 5 10	38 4 8	100 0 0	698 17 1	5,000 0 0	
433 10 11	180 0 1	393 0 9	- - -	- - -	52 4 1	83 8 0	36 11 1	170 0 0	36 3 5	808 4 0	- - -	- - -	- - -	- - -	59 13 0	2,252 15 4	40,250 12 10	4 $\frac{1}{2}$	358 10 0	8,593 1 9	69 8 7	49,271 13 2	330 15 0	54 0 0	- - -	1,000 0 0	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
17,165 0 5	1,159 7 6	4,915 13 9	- - -	56 2 11	1,360 8 3	734 14 5	737 10 0	1,161 1 3	457 9 1	6,996 3 8	- - -	3,283 19 11	433 8 10	733 10 6	1,208 19 7	40,403 10 1	257,265 15 2	4 $\frac{3}{4}$	7,323 18 10	131,503 16 5	441 11 8	396,535 2 1	163 13 8	- - -	1,182 15 3	44,000 0 0	
764 0 8	16 7 0	457 13 6	- - -	5 16 0	60 6 6	- - -	60 0 0	152 0 0	14 7 9	193 8 0	- - -	61 16 7	- - -	- - -	49 10 9	1,835 6 9	5,077 9 9	4 $\frac{1}{4}$	- - -	- - -	- - -	5,077 9 9	- - -	- - -	- - -	- - -	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
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5,884 17 4	512 12 8	250 7 1	- - -	31 0 10	333 10 9	87 2 6	379 6 0	774 15 6	75 9 6	3,168 17 2	- - -	1,544 11 7	- - -	1,859 0 3	543 10 3	15,445 1 5	212,002 0 10	4 $\frac{1}{2}$	- - -	205,483 16 2	1,550 19 5	419,036 16 5	0 3 4	- - -	890 18 0	8,000 0 0	
5,252 19 11	- - -	7,485 3 11	- - -	10 13 0	493 12 9	- - -	418 10 0	300 0 0	29 14 0	1,345 19 2	- - -	- - -	26 4 2	1,000 0 0	382 0 4	16,744 17 3	113,518 4 9	4 $\frac{3}{4}$	2,130 16 6	19,937 11 3	805 9 2	136,392 1 8	- - -	- - -	- - -	- - -	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
2,531 7 6	- - -	304 1 5	- - -	11 6 0	242 8 10	- - -	204 13 6	439 18 0	4 15 0	705 14 3	40 0 0	252 15 6	- - -	- - -	171 6 8	4,928 6 8	32,859 14 6	4 $\frac{3}{4}$	- - -	26,065 14 10	519 0 5	59,444 9 9	90 1 6	15 9 4	71 3 5	4,000 0 0	
253 8 5	68 18 0	112 17 8	- - -	- - -	23 9 3	- - -	45 0 0	67 9 10	- - -	27 0 10	- - -	- - -	- - -	- - -	61 6 3	659 10 3	732 16 5	3 $\frac{1}{2}$	- - -	- - -	616 13 2	1,349 9 7	- - -	- - -	- - -	- - -	
3,946 17 5	130 8 4	97 19 2	- - -	45 6 4	34 12 1	- - -	276 0 0	407 10 0	60 1 4	1,852 14 4	- - -	23 5 0	- - -	- - -	322 10 7	7,197 4 7	66,036 5 9	3 $\frac{1}{4}$	- - -	9,217 0 0	423 7 9	75,676 13 6	- - -	- - -	1,202 0 0	9,000 0 0	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	—	3,917 3 4	- - -	- - -	10 6 7	3,927 9 11	- - -	- - -	- - -	- - -	- - -	- - -	- - -	35 9 11	- - -	- - -	- - -
75,469 12 11	9,979 6 10	21,648 0 10	137 18 1	643 10 7	4,731 12 11	1,737 6 0	4,343 15 5	8,657 14 2	750 16 4	22,100 2 9	40 0 0	16,419 19 8	480 12 2	10,930 12 2	6,222 8 1	184,293 8 11	1,131,267 14 0	- - -	13,364 2 1	578,156 6 5	11,632 9 6	1,734,420 12 0	1,262 0 5	307 17 1	6,664 16 5	10,000 0 0	

AN ABSTRACT of the General Statements of the INCOME and EXPENDITURE
of the several TURNPIKE TRUSTS in SCOTLAND, between the Term of
Whitsunday 1867 and the Term of Whitsunday 1868,—viz.

County of ABERDEEN.

—	ARGYLL.					
—	AYR	-	-	- 18 Trusts	}	p. 6-9
—	BANFF	-	-	- 1 Trust		
—	BERWICK	-	-	- 9 Trusts		
—	BUTE.					
—	CAITHNESS.					
—	CLACKMANNAN	-	-	- 3 Trusts	}	p. 10-13
—	DUMBARTON	-	-	- 8 Trusts		
—	DUMFRIES	-	-	- 5 Trusts		
—	EDINBURGH	-	-	- 4 Trusts		
—	ELGIN	-	-	- 1 Trust		
—	FIFE	-	-	- 7 Trusts	}	p. 14-17
—	FORFAR	-	-	- 18 Trusts		
—	HADDINGTON	-	-	- 1 Trust		
—	INVERNESS.					
—	KINCARDINE	-	-	- 6 Trusts		
—	KINROSS	-	-	- 4 Trusts	}	p. 18-21
—	KIRKCUDBRIGHT.					
—	LANARK	-	-	- 22 Trusts		
—	LINLITHGOW	-	-	- 3 Trusts		
—	NAIRN.					
—	ORKNEY.				}	p. 22-25
—	PEEBLES.					
—	PERTH	-	-	- 28 Trusts		
—	RENFREW	-	-	- 5 Trusts		
—	ROSS AND CROMARTY.					
—	ROXBURGH	-	-	- 12 Trusts	}	p. 22-25
—	SELKIRK	-	-	- 2 Trusts		
—	STIRLING	-	-	- 9 Trusts		
—	SUTHERLAND.					
—	WIGTOWN	-	-	- 1 Trust		

SCOTLAND.

1. NAMES OF TRUSTS.	2.	3.	INCOME.				
	Balance in Treasurers' Hands on last Account.	Balance due to the Treasurers on last Account.	4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. TOTAL INCOME.
COUNTY OF AYR.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Ayr - - - -	737 2 0	- - -	3,716 9 10	- - -	167 13 1	- - -	3,884 2 11
Beith District:—							
2. Clerksbridge&MaichbridgeRoad	787 16 4	- - -	1,173 13 4	- - -	28 10 10	- - -	1,202 4 2
3. Kersebridge Road - - -	32 15 4	- - -	360 0 0	- - -	0 11 0	- - -	360 11 0
4. Oldhall Bridge Road - - -	- - -	44 2 1	89 9 5	- - -	- - -	- - -	89 9 5
5. Girvan - - - -	311 8 5	- - -	1,125 2 9	- - -	2 0 0	- - -	1,127 2 9
6. Irvine Bridge - - - -	303 5 10	- - -	- - -	- - -	11 15 0	- - -	11 15 0
Irvine District:—							
7. Fergus-hill Road - - -	43 4 4	- - -	75 0 0	- - -	0 7 3	- - -	75 7 3
8. Girdle Road - - - -	8 10 0	- - -	43 9 1	- - -	0 8 11	- - -	43 18 0
9. Kelly Bridge Road - - -	- - -	98 8 10	1,653 6 3	- - -	193 5 10	- - -	1,846 12 1
10. Stewarton Road - - -	201 2 4	- - -	254 0 9	- - -	39 6 2	- - -	293 6 11
11. Kilmarnock - - - -	768 8 9	- - -	3,918 13 4	- - -	167 8 4	- - -	4,086 1 8
Largs District:—							
12. Dykehead Road - - -	- - -	22 8 4	110 18 8	- - -	- - -	- - -	110 18 8
13. Howrat Road - - - -	24 5 11	- - -	126 17 0	- - -	20 8 8	- - -	147 5 8
Lochlibo District:—							
14. Lochlibo Road - - -	23 19 5	- - -	176 11 6	- - -	26 7 3	- - -	202 18 9
15. Monkriddden Road - - -	- - -	16 16 4	41 0 0	- - -	27 9 8	- - -	68 9 8
16. Mauchline - - - -	1,003 13 5	- - -	1,961 0 1	- - -	410 13 8	- - -	2,371 13 9
17. Maybole - - - -	1,052 5 0	- - -	1,886 14 6	- - -	116 15 9	- - -	2,003 10 3
18. Stewarton - - - -	- - -	103 10 6	325 2 8	- - -	14 4 0	- - -	339 6 8
£	5,297 17 1	285 6 1	17,037 9 2	- - -	1,227 5 5	- - -	18,264 14 7
COUNTY OF BANFF.							
1. Boat of Bridge - - - -	127 6 2	- - -	63 18 4	- - -	1 13 2	- - -	65 11 6
COUNTY OF BERWICK.							
1. Berwickshire, Eastern District -	33 7 7	- - -	539 16 8	- - -	80 6 3	- - -	620 2 11
2. Coldstream Bridge - - -	11,049 3 2	- - -	- - -	- - -	364 14 5	- - -	364 14 5
3. Cornhill District - - -	2,956 7 8	- - -	397 3 8	- - -	b 246 5 7	- - -	643 9 3
4. Deanburn District - - -	- - -	14 2 3	639 0 0	- - -	d 214 16 4	- - -	853 16 4
5. Dunse and Westruther - - -	679 9 7	- - -	39 0 0	- - -	11 18 11	- - -	50 18 11
6. Ladykirk and Norham Bridge - -	190 7 0	- - -	325 0 0	- - -	3 3 11	- - -	328 3 11
7. Mertoun Bridge - - - -	- - -	354 5 2	140 15 0	- - -	2 15 4	416 4 5	559 14 9
8. Middle District and Upsettlington Branch - - - -	660 15 9	- - -	1,478 12 0	- - -	6 5 2	- - -	1,484 17 2
9. Whiteburn and Kelso - - -	1,448 9 4	- - -	153 10 0	- - -	27 12 5	- - -	181 2 5
£	17,018 0 1	368 7 5	3,712 17 4	- - -	957 18 4	416 4 5	5,087 0 1
COUNTY OF CLACKMANNAN.							
1. Clackmannanshire - - -	- - -	78 0 9	1,344 0 0	- - -	- - -	- - -	1,344 0 0
2. Kinross and Alloa - - -	- - -	46 3 0	268 0 0	- - -	- - -	- - -	268 0 0
3. Ochil - - - -	58 5 3	- - -	1,794 16 8	- - -	7 17 9	- - -	1,802 14 5
£	58 5 3	124 3 9	3,406 16 8	- - -	7 17 9	- - -	3,414 14 5

a Including carriage.

b Including 128l. 17s. 10d. from Coldstream Bridge Trust.

c Including materials, &c.

SCOTLAND.

EXPENDITURE.

	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.
	Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
							Treasurer.	Clerk.	Surveyor.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1.	740 12 10	- - -	a 1,078 1 0	- - -	4 15 6	135 11 6	75 0 0	74 18 1	175 0 0	- - -
2.	259 5 7	69 7 11	375 4 2	- - -	6 1 10	27 10 3	23 3 3	38 7 2	43 4 8	- - -
3.	113 13 10	- - -	a 208 15 7	- - -	0 15 6	43 17 4	7 4 0	12 1 6	13 8 10	- - -
4.	22 10 6	- - -	a 25 12 8	- - -	- - -	1 2 2	1 15 7	2 19 8	3 6 6	- - -
5.	388 10 4	74 19 1	254 2 11	- - -	2 4 1	35 17 10	23 16 3	10 0 0	70 0 0	- - -
6.	7 16 6	4 19 5	1 18 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -
7.	45 6 5	25 12 8	12 2 9	- - -	0 18 9	- - -	1 17 8	2 1 7	2 9 8	- - -
8.	26 3 1	11 14 5	5 0 9	- - -	0 8 9	7 3 4	1 1 11	1 4 2	1 8 11	- - -
9.	546 3 3	223 14 0	69 9 11	- - -	7 1 0	6 6 3	43 13 4	48 5 1	57 11 8	- - -
10.	134 6 9	52 12 11	29 17 7	- - -	2 10 0	1 12 11	7 6 8	8 2 2	9 13 5	- - -
11.	789 15 6	- - -	a 1,636 1 0	- - -	5 17 0	117 4 5	75 0 0	54 5 4	207 14 4	- - -
12.	30 1 1	- - -	a 17 15 9	- - -	0 6 5	- - -	2 2 10	3 10 6	8 2 6	- - -
13.	29 10 10	- - -	a 86 10 9	- - -	- - -	8 5 10	2 16 0	4 11 7	12 5 0	- - -
14.	135 19 11	23 13 3	14 4 0	- - -	0 9 3	4 13 9	4 19 6	5 19 1	6 11 2	- - -
15.	51 8 6	13 3 2	7 17 11	- - -	- - -	0 5 0	1 14 3	2 0 10	2 5 2	- - -
16.	477 5 6	- - -	a 536 18 11	- - -	26 1 2	192 16 4	55 0 0	34 14 2	66 13 4	7 6 6
17.	824 0 1	243 0 8	417 4 9	- - -	2 10 0	44 8 0	55 0 0	- - -	110 0 0	- - -
18.	234 4 10	- - -	- - -	- - -	- - -	- - -	- - -	- - -	35 0 0	- - -
	4,856 15 4	742 17 6	4,776 19 1	- - -	59 19 3	626 14 11	381 11 3	303 0 11	824 15 2	7 6 6
1.	6 5 6	- - -	- - -	- - -	- - -	- - -	3 5 6	11 17 5	5 0 0	- - -
1.	67 7 8	- - -	a 136 14 6	- - -	- - -	4 16 3	- - -	20 0 0	20 0 0	- - -
2.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	15 0 0	- - -
3.	c 410 14 10	- - -	- - -	- - -	- - -	14 12 10	- - -	35 0 0	31 17 6	- - -
4.	176 1 1	- - -	a 110 14 1	- - -	5 0 0	17 4 0	- - -	25 0 0	22 10 0	- - -
5.	18 0 6	- - -	- - -	- - -	- - -	- - -	- - -	5 5 0	3 0 0	- - -
6.	57 12 5	- - -	- - -	- - -	- - -	- - -	- - -	6 6 0	5 0 0	- - -
7.	16 10 0	- - -	- - -	- - -	- - -	- - -	- - -	5 5 0	2 0 0	16 8 6
8.	c 1,179 7 3	- - -	- - -	- - -	- - -	- - -	- - -	65 0 0	115 0 0	- - -
9.	e 170 14 1	- - -	- - -	- - -	- - -	5 13 0	- - -	8 8 0	15 0 0	- - -
	2,096 7 10	- - -	247 8 7	- - -	5 0 0	42 6 1	- - -	180 4 0	229 7 6	16 8 6
1.	293 14 9	105 13 3	60 3 4	- - -	- - -	11 12 11	- - -	30 0 0	79 2 0	- - -
2.	119 4 10	66 3 4	22 9 6	- - -	- - -	2 5 1	- - -	10 0 0	22 0 0	- - -
3.	433 19 8	168 8 7	87 0 8	- - -	- - -	38 4 10	- - -	30 0 0	79 2 0	- - -
	846 19 3	340 5 2	169 13 6	- - -	- - -	52 2 10	- - -	70 0 0	180 4 0	- - -

(Continued on page 8.)

d From Coldstream Bridge Trust.

e Contract work.

SCOTLAND.

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF AYR.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Ayr - - - - -	65 5 2	- - -	830 0 0	- - -	- - -	290 8 7	3,469 12 8
Beith District :—	- - -	- - -	- - -	- - -	- - -	- - -	- - -
2. Clerksbridge & Maichbridge Road - - -	- - -	- - -	199 10 11	- - -	- - -	74 14 6	1,116 10 3
3. Kersebridge Road - - -	17 12 0	- - -	14 6 5	- - -	- - -	5 15 10	437 10 10
4. Oldhall Bridge Road - - -	- - -	- - -	- - -	- - -	- - -	2 2 1	59 9 2
5. Girvan - - - - -	235 0 7	- - -	4 15 10	- - -	30 0 0	85 14 5	1,215 1 4
6. Irvine Bridge - - - - -	- - -	- - -	- - -	- - -	- - -	0 13 4	15 7 11
Irvine District :—	- - -	- - -	- - -	- - -	- - -	- - -	- - -
7. Fergus-hill Road - - -	- - -	- - -	- - -	- - -	- - -	11 5 7	101 15 1
8. Girdle Road - - - - -	- - -	- - -	- - -	- - -	- - -	2 3 7	56 8 11
9. Kelly Bridge Road - - -	80 17 9	- - -	216 14 6	- - -	- - -	65 2 8	1,364 19 5
10. Stewarton Road - - -	- - -	- - -	25 10 0	- - -	- - -	5 1 9	276 14 2
11. Kilmarnock - - - - -	117 10 3	- - -	443 16 1	- - -	300 0 0	54 19 7	3,802 3 6
Largs District :—	- - -	- - -	- - -	- - -	- - -	- - -	- - -
12. Dykehead Road - - -	- - -	- - -	11 15 6	- - -	- - -	2 14 0	76 8 7
13. Howrat Road - - - - -	- - -	- - -	3 3 11	- - -	- - -	1 15 1	148 19 0
Lochlibo District :—	- - -	- - -	- - -	- - -	- - -	- - -	- - -
14. Lochlibo Road - - -	- - -	- - -	- - -	- - -	- - -	9 12 7	206 2 6
15. Monkriden Road - - -	- - -	- - -	- - -	- - -	- - -	2 5 3	81 0 1
16. Manchline - - - - -	29 6 10	- - -	676 3 4	- - -	- - -	87 16 5	2,190 2 6
17. Maybole - - - - -	77 8 11	- - -	25 16 0	- - -	30 0 0	84 14 3	1,914 2 8
18. Stewarton - - - - -	- - -	- - -	- - -	- - -	- - -	2 8 1	271 12 11
£	623 1 6	- - -	2,451 12 6	- - -	360 0 0	789 7 7	16,804 1 6
COUNTY OF BANFF.							
1. Boat of Bridge - - - - -	- - -	- - -	- - -	- - -	- - -	1 0 3	27 8 8
COUNTY OF BERWICK.							
1. Berwickshire, Eastern District - - -	254 3 9	- - -	6 2 6	- - -	- - -	19 15 11	529 0 7
2. Coldstream Bridge - - - - -	- - -	- - -	- - -	- - -	- - -	e 358 18 0	383 18 0
3. Cornhill District - - - - -	86 2 2	- - -	- - -	- - -	- - -	19 14 2	838 1 6
4. Deanburn District - - - - -	130 14 2	- - -	- - -	- - -	240 0 0	31 8 3	918 11 7
5. Dunse and Westruther - - - - -	- - -	- - -	- - -	- - -	400 0 0	4 19 2	31 4 8
6. Ladykirk and Norham Bridge - - -	- - -	- - -	- - -	- - -	- - -	10 8 8	79 7 1
7. Mertoun Bridge - - - - -	181 16 11	- - -	- - -	- - -	- - -	11 5 2	233 5 7
8. Middle District and Upsettlington Branch - - -	- - -	- - -	189 4 6	- - -	- - -	103 0 6	1,651 12 3
9. Whiteburn and Kelso - - - - -	- - -	- - -	- - -	- - -	- - -	9 10 10	209 5 11
£	652 17 0	- - -	195 7 0	- - -	640 0 0	569 0 8	4,874 7 2
COUNTY OF CLACKMANNAN.							
1. Clackmannanshire - - - - -	575 4 1	- - -	10 9 3	- - -	50 0 0	34 14 4	1,250 13 11
2. Kinross and Alloa - - - - -	- - -	- - -	3 7 7	- - -	- - -	15 4 10	260 15 2
3. Ochil - - - - -	920 0 0	- - -	32 15 5	- - -	- - -	47 18 8	1,837 9 10
£	1,495 4 1	- - -	46 12 3	- - -	50 0 0	97 17 10	3,348 18 11

(Continued from page 7.)

a Including interest added in 1827, upon which interest is not charged. b No interest charged on 335*l*.
e Including 343*l*. 14*s*. 2*d*. paid to Deanburn and Cornhill Districts. f No interest paid this year on 9,580*l*. g Calculated from 1848.
k Also large advances due to the Trustees. l No interest paid on 11,333*l*. 6*s*. 8*d*. postponed debt.

SCOTLAND.

DEBTS.						ARREARS OF INCOME.				
26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.
Bonded or Mortgage Debts.	Rate of In- terest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on this Account.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 3,034 13 0	5	1,494 2 11	6,630 19 7	- - -	11,159 15 6	- - -	- - -	37 7 8	1,151 12 3	1,188 19 11
2. - - -	-	- - -	- - -	- - -	- - -	5 0 0	- - -	- - -	873 10 3	878 10 3
3. 440 0 0	4	- - -	- - -	44 4 6	484 4 6	- - -	- - -	- - -	- - -	- - -
4. - - -	-	- - -	- - -	14 1 10	14 1 10	29 0 0	- - -	- - -	- - -	29 0 0
5. 17,227 12 7	4 & 5	- - -	12,644 0 9	- - -	29,871 13 4	44 10 9	- - -	- - -	223 9 10	268 0 7
6. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	299 12 11	299 12 11
7. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	16 16 6	16 16 6
8. - - -	-	- - -	- - -	4 0 11	4 0 11	- - -	- - -	- - -	- - -	- - -
9. 1,563 15 1	5	- - -	78 3 9	- - -	1,641 18 10	42 18 3	- - -	- - -	383 3 10	426 2 1
10. 1,419 1 6	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	217 15 1	217 15 1
11. 2,555 14 3	5	- - -	164 12 2	- - -	2,720 6 5	- - -	- - -	- - -	1,052 6 11	1,052 6 11
12. - - -	-	- - -	- - -	- - -	- - -	11 18 4	- - -	- - -	12 1 9	24 0 1
13. 6,326 15 9	5	- - -	9,053 11 3	- - -	15,380 7 0	47 16 11	- - -	- - -	22 12 7	70 9 6
14. 7,465 0 2	5	- - -	13,526 8 5	- - -	20,991 8 7	35 1 8	- - -	- - -	20 15 8	55 17 4
15. 1,419 1 6	5	- - -	2,726 18 9	29 6 9	4,175 7 0	8 0 0	- - -	- - -	- - -	8 0 0
16. 9,058 2 9	5	- - -	10,859 9 0	- - -	19,917 11 9	- - -	- - -	- - -	1,185 4 8	1,185 4 8
17. 21,076 15 6	5	173 10 8	16,536 4 10	- - -	37,786 11 0	- - -	- - -	- - -	1,141 12 7	1,141 12 7
18. - - -	-	- - -	- - -	35 16 9	35 16 9	- - -	- - -	- - -	- - -	- - -
70,167 10 7	-	1,667 13 7	72,220 8 6	127 10 9	144,183 3 5	224 5 11	- - -	37 7 8	6,600 14 10	6,862 8 5
1. 62,110 11 3	5	- - -	13,292 6 10	- - -	15,402 18 1	3 15 0	- - -	- - -	165 9 0	169 4 0
1. 17,888 10 0	d -	- - -	- - -	- - -	17,888 10 0	47 5 0	- - -	- - -	124 9 11	171 14 11
2. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	11,029 19 7	11,029 19 7
3. 2,206 10 11	3½	- - -	- - -	- - -	2,206 10 11	11 6 4	- - -	95 16 11	2,761 15 5	2,868 18 8
4. 12,957 17 8	f 3½	- - -	- - -	78 17 6	13,036 15 2	- - -	- - -	- - -	- - -	- - -
5. 3,528 3 8	None.	- - -	- - -	- - -	3,528 3 8	30 14 0	- - -	- - -	699 3 10	729 17 10
6. 8,000 0 0	4	- - -	g 6,080 0 0	- - -	14,080 0 0	- - -	- - -	- - -	439 3 10	439 3 10
7. 5,620 2 4	4½ & 5	- - -	435 12 6	27 16 0	6,083 10 10	- - -	- - -	- - -	- - -	- - -
8. - - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	494 0 8	494 0 8
9. 4,885 8 9	5	- - -	14,082 2 8	- - -	18,967 11 5	- - -	- - -	44 15 0	1,420 5 10	1,465 0 10
55,086 13 4	-	- - -	20,597 15 2	106 13 6	75,791 2 0	89 5 4	- - -	140 11 11	16,968 19 1	17,198 16 4
1. 19,000 0 0	4	- - -	- - -	- - -	19,000 0 0	- - -	- - -	- - -	15 5 4	15 5 4
2. j - - -	-	- - -	- - -	38 18 2	38 18 2	- - -	- - -	- - -	- - -	- - -
3. 34,160 0 0	4½	- - -	- - -	- - -	34,160 0 0	- - -	- - -	- - -	23 9 10	23 9 10
53,160 0 0	-	- - -	- - -	38 18 2	53,198 18 2	- - -	- - -	- - -	38 15 2	38 15 2

c Including interest upon arrears of interest.

h Also a large sum due to the Trustees.

d Interest varies on 8,473l. 10s., and none is payable on 9,415l.

i No interest paid on 4,400l. postponed debt.

j Not ascertained.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME.				
			4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. TOTAL INCOME.
COUNTY OF DUMBARTON.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Cumbernauld - - -	- - -	61 13 10	1,868 13 4	- - -	1 6 1	- - -	1,869 19 5
2. Gareloch - - -	328 12 3	- - -	651 0 0	- - -	5 16 0	- - -	656 16 0
3. Helensburgh - - -	77 4 6	- - -	385 0 0	- - -	60 15 11	- - -	445 15 11
4. Kilmaronock - - -	- - -	62 18 10	630 2 0	- - -	- - -	- - -	630 2 0
5. Kirkintilloch and Cumbernauld	128 1 11	- - -	450 7 8	- - -	10 18 11	- - -	461 6 7
6. Lawmuir - - -	628 5 6	- - -	191 2 0	- - -	7 13 10	- - -	198 15 10
7. Luss - - -	482 16 10	- - -	1,322 19 0	- - -	110 13 9	- - -	1,433 12 9
8. Yoker - - -	2,622 13 3	- - -	418 9 0	- - -	6 1,106 3 10	- - -	1,524 12 10
£	4,267 14 3	124 12 8	5,917 13 0	- - -	1,303 8 4	- - -	7,221 1 4
COUNTY OF DUMFRIES.							
Dumfries:—							
1. 1st District - - -	497 3 2	- - -	502 0 0	- - -	13 12 9	- - -	515 12 9
2. 2nd District - - -	67 17 1	- - -	788 5 0	- - -	- - -	- - -	788 5 0
3. 3rd District - - -	39 4 0	- - -	459 0 0	- - -	68 13 8	- - -	527 13 8
4. Evan Water District - - -	1,344 14 7	- - -	23 9 2	- - -	20 13 9	- - -	44 2 11
5. Glasgow and Carlisle - - -	1,655 4 8	- - -	1,869 16 9	- - -	64 19 1	- - -	1,934 15 10
£	3,604 3 6	- - -	3,642 10 11	- - -	167 19 3	- - -	3,810 10 2
COUNTY OF EDINBURGH.							
1. Calder and Slateford and Corstorphine District - - -	- - -	570 0 10	6,535 9 11	- - -	322 5 0	- - -	6,857 14 11
2. Cramond District - - -	24 0 6	- - -	3,208 4 6	- - -	1,667 10 4	- - -	4,875 14 10
3. Dalkeith and Post Road (united) - - -	827 14 5	- - -	5,647 15 5	- - -	- - -	- - -	5,647 15 5
4. Laswade and Wrightshouses (united) - - -	173 8 0	- - -	5,103 9 3	- - -	765 3 2	- - -	5,868 12 5
£	1,025 2 11	570 0 10	20,494 19 1	- - -	2,754 18 6	- - -	23,249 17 7
COUNTY OF ELGIN.							
1. Findhorn Bridge - - -	175 1 6	- - -	226 2 5	- - -	2 12 5	- - -	228 14 10
COUNTY OF FIFE.							
1. Cupar District - - -	820 8 2	- - -	2,230 15 0	- - -	40 5 7	- - -	2,271 0 7
2. Dunfermline District - - -	136 13 1	- - -	1,180 4 7	- - -	124 14 0	- - -	1,304 18 7
3. Kirkcaldy District - - -	1,461 4 6	- - -	2,512 5 1	- - -	74 9 11	- - -	2,586 15 0
4. Leven Bridge and Road - - -	20 4 2	- - -	1,110 17 6	- - -	2 10 1	- - -	1,113 7 7
5. Outh and Nivingstone - - -	138 8 8	- - -	506 14 7	- - -	16 0 2	- - -	522 14 9
6. Ploughgates and Bridges - - -	266 0 5	- - -	- - -	- - -	78 12 9	- - -	78 12 9
7. St. Andrew's District - - -	227 5 4	- - -	3,046 12 1	- - -	432 18 3	- - -	3,479 10 4
£	3,070 4 4	- - -	10,587 8 10	- - -	769 10 9	- - -	11,356 19 7
COUNTY OF FORFAR.							
1. Arbroath, Brechin, and Forfar - - -	182 6 6	- - -	889 17 3	- - -	5 9 8	- - -	895 6 11
2. Broughty Ferry to Baldovie, &c. - - -	14 5 0	- - -	340 19 4	- - -	- - -	- - -	340 19 4
3. Cairnconan - - -	82 7 6	- - -	83 5 0	- - -	1 5 1	- - -	84 10 1
4. Dundee and Coupar Angus, and Branch - - -	684 11 11	- - -	1,628 11 11	- - -	96 13 7	- - -	1,725 5 6
5. Dundee and Invergowrie - - -	29 8 5	- - -	514 2 0	- - -	- - -	- - -	524 2 0
6. Dundee and Strathmartine - - -	97 5 4	- - -	363 1 10	- - -	- - -	- - -	363 1 10
7. Dundee to Forfar - - -	42 9 5	- - -	929 17 6	- - -	36 5 7	- - -	966 3 1
8. Dundee to Pitkerro - - -	1 13 0	- - -	516 0 6	- - -	- - -	- - -	516 0 6
9. Forfar to Kirriemuir - - -	241 14 5	- - -	171 18 4	- - -	3 4 3	- - -	175 2 7

a Including materials, &c.

b Including 950*l.* from Luss and Helensburgh Trusts on account of loans.

EXPENDITURE.

9.	10.	11.	12.	13.	14.	15.	16.	17.	18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
						Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 1,050 19 7	- - -	- - -	- - -	- - -	- - -	- - -	50 0 0	30 0 0	- - -
2. 183 14 0	- - -	- - -	- - -	- - -	11 10 5	- - -	15 0 0	- - -	- - -
3. 59 15 10	4 14 6	87 5 9	- - -	- - -	9 1 5	10 0 0	5 0 0	13 0 0	0 18 1
4. 127 4 7	15 18 6	156 9 4	- - -	- - -	7 11 9	10 0 0	- - -	44 0 0	4 17 0
5. 60 3 8	20 4 9	75 15 7	- - -	- - -	13 10 1	- - -	20 0 0	20 0 0	- - -
6. 32 14 4	0 14 0	66 18 4	- - -	- - -	17 15 3	- - -	10 0 0	13 0 0	- - -
7. 307 13 8	19 9 0	296 9 10	- - -	- - -	46 18 10	15 0 0	10 0 0	64 0 0	0 16 1
8. 147 8 6	22 11 6	217 6 0	- - -	17 18 0	19 15 11	15 0 0	5 5 0	50 0 0	0 13 11
1,969 14 2	83 12 3	900 4 10	- - -	17 18 0	126 3 8	50 0 0	115 5 0	231 0 0	7 5 1
1. 333 0 11	8 19 0	130 7 0	- - -	- - -	22 9 5	- - -	20 1 6	50 0 0	- - -
2. 341 17 10	12 16 2	376 19 4	- - -	- - -	23 7 1	- - -	32 10 10	125 0 0	- - -
3. c 175 15 1	- - -	- - -	- - -	- - -	33 4 3	- - -	20 0 0	30 0 0	- - -
4. c 35 12 7	- - -	- - -	- - -	- - -	0 15 0	5 0 0	- - -	- - -	- - -
5. a 1,035 10 1	- - -	- - -	- - -	- - -	32 17 6	45 0 0	120 0 0	134 11 4	- - -
1,921 16 6	21 15 2	507 6 4	- - -	- - -	112 13 3	50 0 0	192 12 4	339 11 4	- - -
1. 3,284 3 9	1,186 9 5	- - -	- - -	3 0 0	142 11 10	- - -	132 2 5	392 16 0	9 5 0
2. 1,844 6 11	671 12 3	40 0 0	130 0 0	- - -	173 15 7	- - -	79 14 5	200 2 4	7 10 0
3. 2,416 12 0	1,426 3 0	- - -	- - -	71 12 8	196 12 9	- - -	108 3 11	365 0 4	8 11 6
4. 2,639 11 7	1,066 12 1	- - -	- - -	72 19 4	52 13 2	- - -	107 2 8	413 13 4	4 17 6
10,184 14 3	4,350 16 9	40 0 0	130 0 0	147 12 0	565 13 4	- - -	427 3 5	1,371 12 0	30 4 0
1. 15 10 9	- - -	- - -	- - -	- - -	- - -	10 10 0	5 5 0	- - -	- - -
1. 969 6 2	- - -	777 18 4	- - -	44 11 0	37 8 2	60 5 0	57 11 10	126 12 5	- - -
2. 896 13 1	175 2 9	- - -	- - -	9 3 0	29 3 5	25 0 0	19 4 11	130 0 0	- - -
3. 1,548 19 8	616 7 1	- - -	- - -	20 14 4	81 8 1	- - -	69 2 11	200 0 0	- - -
4. 260 13 5	85 10 3	- - -	- - -	- - -	9 11 5	10 0 0	15 0 0	20 0 0	- - -
5. 377 0 8	64 7 0	- - -	- - -	2 2 0	22 9 2	10 0 0	7 0 0	50 0 0	- - -
6. - - -	- - -	- - -	- - -	- - -	21 0 3	2 10 0	17 10 0	4 9 4	- - -
7. 1,976 8 8	656 10 3	- - -	- - -	64 8 3	74 5 9	26 13 4	39 19 11	256 13 4	- - -
6,029 1 8	1,597 17 4	777 18 4	- - -	140 18 7	275 6 3	134 8 4	225 9 7	787 15 1	- - -
1. 260 0 11	76 0 2	- - -	- - -	1 16 0	28 16 4	- - -	21 10 0	50 0 0	- - -
2. 227 16 1	25 16 6	- - -	- - -	- - -	13 1 0	10 0 0	1 5 0	15 0 0	- - -
3. 42 13 9	16 0 0	- - -	- - -	- - -	1 8 8	- - -	5 5 0	5 0 0	- - -
4. 487 17 4	210 13 1	5 16 0	- - -	- - -	68 5 1	25 0 0	34 1 0	105 0 0	- - -
5. 211 11 8	135 12 10	- - -	- - -	17 19 0	18 3 4	15 15 0	4 11 0	20 0 0	- - -
6. 223 19 5	53 15 10	- - -	- - -	63 2 8	10 8 4	15 0 0	1 15 0	15 0 0	- - -
7. 517 18 1	120 5 1	- - -	- - -	4 10 0	23 18 9	30 0 0	13 4 0	95 0 0	- - -
8. 312 13 11	75 2 2	- - -	- - -	- - -	29 11 3	10 0 0	1 14 0	15 0 0	- - -
9. 53 16 8	- - -	- - -	- - -	- - -	1 17 11	- - -	10 16 8	- - -	- - -

c Including materials.

(Continued on page 12.)

(Continued from page 11.)

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of	Annuities.	Improvements.	Watering	Debts	Incidental	TOTAL
	Debt.			Roads.	paid off.	Expenses.	EXPENDITURE.
COUNTY OF DUMBARTON.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Cumbernauld - - -	392 5 7	- - -	- - -	- - -	- - -	177 3 5	1,700 8 7
2. Gareloch - - -	17 10 7	- - -	343 17 10	- - -	- - -	14 3 1	585 15 11
3. Helensburgh - - -	12 14 9	- - -	- - -	- - -	200 0 0	4 16 11	407 7 3
4. Kilmaronock - - -	238 1 5	- - -	20 0 0	- - -	- - -	21 10 2	645 12 9
5. Kirkintilloch and Cumbernauld - - -	216 2 10	- - -	- - -	- - -	- - -	54 2 9	479 19 8
6. Lawmuir - - -	- - -	- - -	- - -	- - -	- - -	4 1 5	142 3 4
7. Luss - - -	50 19 1	- - -	- - -	- - -	750 0 0	12 19 1	1,574 5 7
8. Yoker - - -	- - -	- - -	- - -	- - -	- - -	5 11 9	501 10 7
£	927 14 3	- - -	363 17 10	- - -	950 0 0	294 8 7	6,037 3 8
COUNTY OF DUMFRIES.							
Dumfries:—							
1. 1st District - - -	- - -	- - -	118 0 3	- - -	- - -	48 1 11	731 0 0
2. 2nd District - - -	6 11 3	- - -	207 15 0	- - -	- - -	28 14 3	1,155 11 9
3. 3rd District - - -	52 17 8	- - -	- - -	- - -	150 0 0	75 2 2	536 19 2
4. Evan Water District - - -	- - -	- - -	- - -	- - -	- - -	0 4 3	41 11 10
5. Glasgow and Carlisle - - -	10 8 4	- - -	- - -	- - -	- - -	52 13 0	1,431 0 3
£	69 17 3	- - -	325 15 3	- - -	150 0 0	204 15 7	3,896 3 0
COUNTY OF EDINBURGH.							
1. Calder and Slateford and Corston- phine District - - -	77 6 1	- - -	1,216 15 10	- - -	- - -	191 8 4	6,635 18 8
2. Cramond District - - -	17 12 3	- - -	1,292 4 3	- - -	- - -	62 4 5	4,519 2 5
3. Dalkeith and Post Road (united) - - -	135 10 1	- - -	330 8 10	- - -	1,500 0 0	165 15 6	6,724 10 7
4. Laswade and Wrightshouses (united) - - -	26 4 0	- - -	933 15 7	- - -	- - -	35 3 8	5,352 12 11
£	256 12 5	- - -	3,773 4 6	- - -	1,500 0 0	454 11 11	23,232 4 7
COUNTY OF ELGIN.							
1. Findhorn Bridge - - -	89 2 0	- - -	- - -	- - -	- - -	51 3 0	171 10 9
COUNTY OF FIFE.							
1. Cupar District - - -	2 2 4	- - -	43 17 8	- - -	- - -	61 6 8	2,180 19 7
2. Dunfermline District - - -	- - -	- - -	0 11 11	- - -	- - -	65 2 5	1,350 1 6
3. Kirkcaldy District - - -	- - -	- - -	52 4 6	13 12 3	- - -	40 6 9	2,642 15 7
4. Leven Bridge and Road - - -	23 3 6	- - -	- - -	- - -	705 0 0	10 12 4	1,139 10 11
5. Outh and Nivingstone - - -	15 16 8	- - -	- - -	- - -	- - -	10 15 0	559 10 6
6. Ploughgates and Bridges - - -	- - -	- - -	- - -	- - -	- - -	5 0 0	50 9 7
7. St. Andrew's District - - -	189 19 0	- - -	59 14 2	- - -	- - -	51 1 3	3,395 13 11
£	231 1 6	- - -	156 8 3	13 12 3	705 0 0	244 4 5	11,319 1 7
COUNTY OF FORFAR.							
1. Arbroath, Brechin, and Forfar - - -	130 0 0	- - -	- - -	- - -	200 0 0	30 5 3	798 8 8
2. Broughty Ferry to Baldovie, &c. - - -	7 7 8	- - -	- - -	- - -	31 7 8	9 5 5	340 19 4
3. Cairnconan - - -	17 5 6	- - -	- - -	- - -	- - -	13 3 4	100 16 3
4. Dundee and Coupar Angus, and Branch - - -	668 7 6	- - -	- - -	- - -	- - -	33 14 3	1,638 14 3
5. Dundee and Invergowrie - - -	36 10 9	- - -	- - -	- - -	63 10 7	19 16 3	543 10 5
6. Dundee and Strathmartine - - -	- - -	- - -	- - -	- - -	- - -	16 16 8	399 17 11
7. Dundee to Forfar - - -	27 6 9	- - -	- - -	7 6 11	110 8 1	58 14 10	1,008 12 6
8. Dundee to Pitkerro - - -	10 8 6	- - -	23 10 2	- - -	27 15 1	11 18 5	517 13 6
9. Forfar to Kirriemuir - - -	59 1 2	- - -	- - -	- - -	- - -	5 19 8	131 12 1

a Including 2,150*l.* not bearing interest. *b* Due to Yoker Road Trustees. *c* At bank rates.
f Including 2,310*l.* postponed debt on which no interest has been paid, and 100*l.* on which no interest is payable.
i Including 88*l.* 6*s.* at bank rates. *j* Paid according to income; 2*l.* per cent allowed.

DEBTS.						ARREARS OF INCOME.				
26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.
Bonded or Mortgage Debts.	Rate of In- terest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on this Account.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. a31,748 3 8	5	-	13,258 11 10	-	45,006 15 6	-	-	-	107 17 0	107 17 0
2. b700 0 0	2½	-	-	-	700 0 0	-	25 0 0	-	399 12 4	424 12 4
3. c300 0 0	-	-	-	-	300 0 0	-	-	-	115 13 2	115 13 2
4. d13,112 15 3	5	-	d247 3 11	78 9 7	13,438 8 9	-	-	-	-	-
5. 10,000 0 0	4½ & 5	1,596 3 2	9,113 1 3	-	20,709 4 5	-	-	-	109 8 10	109 8 10
6. -	-	-	-	-	-	47 13 4	-	-	684 18 0	732 11 4
7. 1,250 0 0	2½	-	-	-	1,250 0 0	18 19 4	-	-	342 4 0	361 3 4
8. -	-	-	-	-	-	-	-	e2,250 0 0	3,645 15 6	5,895 15 6
57,110 18 11	-	1,596 3 2	22,618 17 0	78 9 7	81,404 8 8	66 12 8	25 0 0	2,250 0 0	5,405 8 10	7,747 1 6
1. -	-	-	-	-	-	-	-	-	281 15 11	281 15 11
2. f2,967 19 2	5	-	314 14 9	299 9 8	3,582 3 7	25 5 0	-	-	-	25 5 0
3. 750 0 0	5	-	23 1 1	-	773 1 1	-	-	-	29 18 6	29 18 6
4. 5,300 0 0	g-	-	g-	-	5,300 0 0	-	-	-	1,347 5 8	1,347 5 8
5. 31,024 13 5	5	-	19,222 12 5	-	50,247 5 10	-	-	-	2,159 0 3	2,159 0 3
40,042 12 7	-	-	19,560 8 3	299 9 8	59,902 10 6	25 5 0	-	-	3,818 0 4	3,843 5 4
1. -	-	-	-	348 4 7	348 4 7	-	-	-	-	-
2. 2,000 0 0	4	-	-	249 0 9	2,249 0 9	-	-	-	380 12 11	380 12 11
4. -	-	-	-	-	-	-	-	-	689 7 6	689 7 6
2,000 0 0	-	-	-	597 5 4	2,597 5 4	-	-	-	1,070 0 5	1,070 0 5
1. 1,782 0 0	5	12 0 0	-	-	1,794 0 0	-	-	-	232 5 7	232 5 7
1. -	-	-	-	-	-	-	-	-	910 9 2	910 9 2
2. -	-	-	-	-	-	64 13 4	-	38 6 8	91 10 2	194 10 2
3. -	-	-	-	-	-	-	-	-	1,405 3 11	1,405 3 11
4. -	-	-	-	5 19 2	5 19 2	-	-	-	-	-
5. h10,400 0 0	4	-	-	-	10,400 0 0	-	-	25 10 0	101 12 11	127 2 11
6. -	-	-	-	-	-	-	77 17 10	-	294 3 7	372 1 5
7. 3,200 0 0	4½ & 5	275 0 0	-	-	3,475 0 0	69 15 0	-	127 6 5	311 1 9	508 3 2
13,600 0 0	-	275 0 0	-	5 19 2	13,880 19 2	134 8 4	77 17 10	191 3 1	3,114 1 6	3,517 10 9
1. 3,050 0 0	4	-	-	-	3,050 0 0	47 15 0	-	-	279 4 9	326 19 9
2. i1,374 6 3	5	-	3,535 10 0	-	4,909 16 3	-	-	-	14 5 0	14 5 0
3. 863 19 7	j5	-	k72 17 6	-	936 17 1	27 15 0	-	-	66 1 4	93 16 4
4. 23,807 18 1	2¾	-	-	-	23,807 18 1	-	-	-	771 3 2	771 3 2
5. 636 9 5	5	-	-	-	636 9 5	-	-	-	-	-
6. -	-	-	-	-	-	-	-	-	60 9 3	60 9 3
7. 243 14 7	c-	-	-	-	243 14 7	-	-	-	-	-
8. 148 19 0	7	-	-	-	148 19 0	-	-	-	-	-
9. 1,500 0 0	4	-	-	-	1,500 0 0	-	-	-	285 4 11	285 4 11

d Interest on 9,922l. 10s. 8d. postponed debt due from 1848.

g No interest has yet been paid.

e Loans to other Trusts.

h No interest has been paid on 10,000l. subscriptions.

k Calculated to 11th November 1844.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME.					
			4.	5.	6.	7.	8.	
			Revenue received from Tolls.	Revenue from Fines.	Revenue from Incidental Receipts.	Amount of Money borrowed on the Security of the Tolls.	TOTAL INCOME.	
COUNTY OF FORFAR—cont.			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
10. Forfarshire, Central - -	23 0 8	- - -	197 4 3	- - -	0 12 8	- - -	197 16 1	
11. Ditto, Eastern - -	459 14 9	- - -	998 7 6	- - -	7 6 9	- - -	1,005 14 3	
12. Ditto, Northern - -	183 3 10	- - -	494 0 0	- - -	0 12 10	- - -	494 12 10	
13. Lumleyden and Petterden - -	133 4 3	- - -	178 15 11	- - -	1 6 5	- - -	180 2 4	
14. Montrose and Brechin - -	521 8 3	- - -	231 0 0	- - -	10 2 2	- - -	241 2 2	
15. Montrose Bridge - -	312 15 2	- - -	998 0 0	- - -	5 8 4	- - -	1,003 8 4	
16. Montrose and Forfar - -	- - -	4,411 14 4	175 10 0	- - -	- - -	- - -	175 10 0	
17. Pitairlie - -	38 0 0	- - -	169 8 8	- - -	1 11 6	- - -	171 0 2	
18. Strathmore - -	43 10 10	- - -	901 17 1	- - -	0 9 11	- - -	902 7 0	
£	3,090 19 3	4,411 14 4	9,781 17 1	- - -	170 8 9	- - -	9,952 5 10	
COUNTY OF HADDINGTON.								
1. Haddingtonshire Roads - -	- - -	2,022 2 0	2,318 13 11	- - -	7,716 17 2	- - -	10,035 11 1	
COUNTY OF KINCARDINE.								
1. Fetteresso and Maryculter - -	139 18 2	- - -	51 0 0	- - -	1 18 8	- - -	52 18 8	
2. Kincardineshire, Consolidated - -	4,102 7 3	- - -	447 11 8	- - -	178 3 11	- - -	625 15 7	
3. Marykirk Bridge - -	454 2 10	- - -	279 0 0	- - -	167 4 6	- - -	446 4 6	
4. Slug - -	- - -	198 10 5	234 0 4	- - -	0 5 3	- - -	234 5 7	
5. South Deeside - -	170 10 2	- - -	297 5 0	- - -	1 2 6	- - -	298 7 6	
6. Wellington Suspension Bridge - -	451 15 1	- - -	512 0 0	- - -	7 3 7	- - -	519 3 7	
£	5,318 13 6	198 10 5	1,820 17 0	- - -	355 18 5	- - -	2,176 15 5	
COUNTY OF KINROSS.								
1. Cleish - -	56 5 8	- - -	73 6 8	- - -	- - -	- - -	73 6 8	
2. Great North Road - -	1,052 11 0	- - -	1,741 1 8	- - -	169 6 4	- - -	1,910 8 0	
3. Milnathort - -	197 12 7	- - -	91 16 0	- - -	84 17 4	- - -	176 13 4	
4. Portmouak - -	- - -	50 7 2	152 0 8	- - -	20 0 0	- - -	172 0 8	
£	1,306 9 3	50 7 2	2,058 5 0	- - -	274 3 8	- - -	2,332 8 8	
COUNTY OF LANARK.								
1. Bathgate and Airdrie - -	26 15 5	- - -	3,638 17 2	- - -	39 6 0	- - -	3,678 3 2	
2. Biggar and Leadhills - -	- - -	170 1 2	493 0 0	- - -	- - -	- - -	493 0 0	
3. Cambuslang and Muirkirk - -	45 15 1	- - -	7,173 10 11	- - -	15 5 2	- - -	7,188 16 1	
4. Carluke - -	575 7 5	- - -	866 5 10	- - -	16 7 8	- - -	882 13 6	
5. Corsethill - -	134 1 6	- - -	619 0 0	- - -	1 17 7	- - -	620 17 7	
6. Crossford Bridge - -	57 6 6	- - -	76 6 8	- - -	3 3 10	- - -	79 10 6	
7. Garion Bridge - -	109 12 4	- - -	226 0 0	- - -	- - -	- - -	226 0 0	
8. Garnad - -	- - -	307 12 5	409 0 0	- - -	- - -	- - -	409 0 0	
9. Garscube - -	1,192 13 1	- - -	1,300 0 0	- - -	25 18 2	- - -	1,325 18 2	
10. Glasgow Bridges - -	13,944 15 5	- - -	11,533 15 4	- - -	1,011 6 1	- - -	12,545 1 5	
11. Glasgow, Kirkintilloch, and Bal- dernock - -	1,205 19 1	- - -	3,540 0 0	- - -	37 9 9	- - -	3,577 9 9	
12. Glasgow and Shotts - -	3,911 3 6	- - -	8,452 8 8	- - -	855 7 5	- - -	9,307 16 1	
13. Great Western and St. George's - -	1,706 11 10	- - -	3,050 0 0	- - -	92 19 8	- - -	3,142 19 8	
14. Lanark and Hamilton - -	- - -	29 19 3	452 1 9	- - -	- - -	- - -	452 1 9	
15. Lanarkshire, East and West - -	- - -	- - -	681 0 0	- - -	80 6 10	- - -	761 6 10	
16. Ditto, North and South - -	722 6 8	- - -	1,707 8 7	- - -	14 14 5	- - -	1,722 3 0	
17. Port Dundas and Craighall - -	- - -	- - -	803 11 0	- - -	0 16 4	- - -	804 7 4	
18. Renfrew - -	1,940 2 10	- - -	2,091 13 4	- - -	28 1 0	- - -	2,119 14 4	
19. Three Mile House - -	- - -	268 10 4	1,436 13 4	- - -	- - -	- - -	1,436 13 4	
20. Wilsontown and Biggar - -	16 18 4	- - -	127 2 5	- - -	1 13 11	- - -	128 16 4	
21. Wilsontown and Lanark - -	14 18 4	- - -	217 0 0	- - -	0 15 10	- - -	217 15 10	
22. Yoker - -	4,089 13 2	- - -	4,790 0 0	- - -	72 17 3	- - -	4,862 17 3	
£	29,694 0 6	776 3 2	53,684 15 0	- - -	2,298 6 11	- - -	55,983 1 11	

a Including carriage.

b Including materials, &c.

c Including 865l. 7s. 8d. invested in Slug Road Bonds.

EXPENDITURE.									
9.	10.	11.	12.	13.	14.	Salaries of			18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Treasurer.	Clerk.	Surveyor.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
0. 42 11 8	- - -	a 57 7 8	- - -	- - -	3 18 10	- - -	10 6 0	10 0 0	- - -
1. b 698 9 5	- - -	- - -	- - -	- - -	- - -	- - -	36 10 0	80 0 0	- - -
2. 227 16 9	- - -	a 96 2 4	- - -	- - -	13 15 0	- - -	22 0 0	- - -	- - -
3. b 156 14 2	- - -	- - -	- - -	- - -	- - -	15 0 0	1 1 0	15 0 0	- - -
4. 159 4 6	29 4 3	- - -	- - -	- - -	14 18 9	- - -	21 7 0	10 0 0	- - -
5. 71 6 8	- - -	- - -	- - -	- - -	59 8 6	16 14 6	19 1 6	5 5 0	- - -
6. 81 19 6	- - -	52 6 11	- - -	- - -	3 17 2	- - -	15 0 0	- - -	- - -
7. 90 11 6	31 19 2	- - -	- - -	- - -	2 15 1	5 0 0	- - -	7 10 0	- - -
8. b 668 13 3	- - -	- - -	- - -	- - -	- - -	40 0 0	3 5 0	80 0 0	- - -
4,535 15 3	774 9 1	211 12 11	- - -	87 7 8	294 4 0	182 9 6	222 12 2	527 15 0	- - -
1. 5,868 14 6	- - -	- - -	- - -	24 10 0	35 16 1	- - -	350 0 0	600 0 0	11 12 2
1. b 28 11 6	- - -	- - -	- - -	- - -	- - -	3 0 0	2 0 0	2 2 0	- - -
2. a 593 9 10	- - -	- - -	- - -	- - -	- - -	- - -	50 0 0	60 2 6	- - -
3. 2 1 5	- - -	- - -	- - -	- - -	- - -	- - -	10 10 0	- - -	- - -
4. b 80 3 6	- - -	- - -	- - -	- - -	- - -	10 0 0	5 0 0	10 10 0	- - -
5. a 109 2 6	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	- - -
6. b 72 6 7	- - -	- - -	7 18 1	- - -	- - -	6 16 6	5 5 0	5 5 0	- - -
885 15 4	- - -	- - -	7 18 1	- - -	- - -	19 16 6	82 15 0	87 19 6	- - -
1. 32 16 0	5 4 8	22 6 9	- - -	- - -	5 10 8	- - -	5 5 1	5 0 0	- - -
2. 303 18 0	139 7 5	296 17 5	- - -	- - -	41 8 11	75 0 0	25 0 0	150 0 0	4 13 5
3. 16 8 3	8 11 3	17 13 3	- - -	- - -	3 15 2	- - -	2 2 0	5 0 0	31 10 0
4. 80 8 8	26 16 9	56 3 4	- - -	- - -	1 9 4	8 8 0	4 4 0	10 0 0	- - -
433 10 11	180 0 1	393 0 9	- - -	- - -	52 4 1	83 8 0	36 11 1	170 0 0	36 3 5
1. 1,049 3 11	356 2 9	- - -	- - -	25 3 11	87 2 1	- - -	105 0 0	150 0 0	196 8 4
2. d 242 7 6	- - -	- - -	- - -	2 4 0	9 13 1	- - -	20 0 0	35 0 0	- - -
3. b 4,533 17 2	- - -	- - -	- - -	28 0 0	148 13 4	100 0 0	100 0 0	150 0 0	- - -
4. 315 18 8	- - -	a 436 16 2	- - -	- - -	10 4 11	- - -	20 0 0	35 0 0	- - -
5. 297 10 9	- - -	a 179 5 9	- - -	- - -	3 5 4	30 0 0	10 0 0	60 0 0	- - -
6. 1 16 9	- - -	5 0 0	- - -	- - -	2 2 5	- - -	4 4 0	- - -	- - -
7. - - -	- - -	- - -	- - -	- - -	2 2 6	- - -	6 6 0	- - -	- - -
8. b 179 2 9	- - -	- - -	- - -	- - -	23 17 9	20 9 0	- - -	10 0 0	- - -
9. b 515 5 10	- - -	- - -	- - -	- - -	15 16 11	- - -	60 0 0	25 0 0	- - -
10. - - -	- - -	- - -	- - -	- - -	156 5 5	100 0 0	50 0 0	- - -	- - -
11. 647 13 3	- - -	1,101 16 6	- - -	- - -	369 4 3	75 0 0	75 0 0	150 0 0	62 6 7
12. b 6,243 15 1	- - -	- - -	- - -	- - -	293 8 7	150 0 0	120 0 0	150 0 0	83 5 1
13. 204 15 4	50 0 0	598 5 5	- - -	- - -	37 14 2	30 0 0	- - -	e 60 0 0	23 4 0
14. 162 10 2	- - -	91 7 10	- - -	0 15 0	16 15 9	10 0 0	10 0 0	25 0 0	- - -
15. 179 0 6	- - -	a 121 1 11	- - -	- - -	16 14 9	21 0 0	20 0 0	52 5 0	6 8 11
16. b 995 8 9	- - -	- - -	- - -	- - -	31 11 6	50 0 0	50 0 0	98 0 0	- - -
17. 131 0 6	- - -	196 4 5	- - -	- - -	2 14 1	58 5 5	- - -	20 16 3	30 4 9
18. 251 3 9	163 19 2	471 11 3	- - -	- - -	22 19 7	45 0 0	- - -	30 0 0	14 12 7
19. 238 14 11	106 5 11	242 5 4	- - -	- - -	26 7 4	45 0 0	- - -	30 0 0	14 8 2
20. 51 12 2	- - -	a 31 9 2	- - -	- - -	0 6 2	- - -	7 0 0	10 0 0	- - -
21. 41 14 8	- - -	a 41 17 7	- - -	- - -	1 16 5	- - -	f 20 0 0	- - -	- - -
22. 882 8 0	482 19 8	1,398 12 5	- - -	- - -	81 11 11	- - -	60 0 0	70 0 0	26 10 8
17,165 0 5	1,159 7 6	4,915 13 9	- - -	56 2 11	1,360 8 3	734 14 5	737 10 0	1,161 1 3	457 9 1

(Continued on page 16.)

d Contract work. e For two years. f Including Treasurer's and Surveyor's Salary.

(Continued from page 15.)

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF FORFAR—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
10. Forfarshire, Central	50 0 0	- - -	- - -	- - -	- - -	3 2 7	177 6 9
11. Ditto, Eastern	- - -	- - -	- - -	- - -	- - -	55 2 4	870 1 9
12. Ditto, Northern	51 12 6	- - -	- - -	- - -	- - -	18 13 1	429 19 8
13. Lumleyden and Petterden	- - -	- - -	- - -	- - -	- - -	3 5 7	191 0 9
14. Montrose and Brechin	- - -	- - -	- - -	- - -	- - -	8 10 6	243 5 0
15. Montrose Bridge	754 19 3	- - -	- - -	- - -	- - -	50 9 3	977 4 8
16. Montrose and Forfar	- - -	- - -	- - -	- - -	- - -	5 3 9	158 7 4
17. Pitairlie	- - -	- - -	- - -	- - -	- - -	5 16 8	143 12 5
18. Strathmore	- - -	- - -	- - -	- - -	- - -	22 5 6	814 3 9
£	1,812 19 7	- - -	23 10 2	7 6 11	433 1 5	372 3 4	9,485 7 0
COUNTY OF HADDINGTON.							
1. Haddingtonshire Roads	72 15 8	- - -	- - -	- - -	2,300 0 0	220 8 9	9,483 17 2
COUNTY OF KINCARDINE.							
1. Fetteresso and Maryculter	- - -	- - -	- - -	- - -	- - -	2 2 8	37 16 2
2. Kincardineshire, Consolidated	- - -	- - -	- - -	- - -	- - -	58 10 1	762 2 5
3. Marykirk Bridge	312 10 0	- - -	- - -	- - -	250 0 0	17 17 1	592 18 6
4. Slug	6 7 1	- - -	- - -	- - -	- - -	10 8 0	122 8 7
5. South Deeside	157 10 0	- - -	- - -	- - -	- - -	9 16 8	296 9 2
6. Wellington Suspension Bridge	294 9 0	- - -	- - -	- - -	- - -	15 7 8	407 7 10
£	770 16 1	- - -	- - -	- - -	250 0 0	114 2 2	2,219 2 8
COUNTY OF KINROSS.							
1. Cleish	- - -	- - -	- - -	- - -	- - -	- - -	76 3 2
2. Great North Road	808 4 0	- - -	- - -	- - -	- - -	55 9 2	1,899 18 4
3. Milnathort	- - -	- - -	- - -	- - -	- - -	0 11 10	85 11 9
4. Portmoak	- - -	- - -	- - -	- - -	- - -	3 12 0	191 2 1
£	808 4 0	- - -	- - -	- - -	- - -	59 13 0	2,252 15 4
COUNTY OF LANARK.							
1. Bathgate and Airdrie	1,490 6 7	- - -	146 1 8	- - -	- - -	43 10 5	3,648 19 8
2. Biggar and Leadhills	190 19 8	- - -	10 2 9	- - -	- - -	13 5 4	523 12 4
3. Cambuslang and Muirkirk	1,889 14 9	- - -	- - -	35 0 0	- - -	228 2 5	7,213 7 8
4. Carluke	507 15 5	- - -	20 10 10	- - -	- - -	7 12 7	1,353 18 7
5. Corsethill	- - -	- - -	24 13 7	- - -	- - -	15 1 0	619 16 5
6. Crossford Bridge	- - -	- - -	- - -	- - -	- - -	2 7 10	15 11 0
7. Garion Bridge	24 6 3	- - -	- - -	- - -	135 0 0	8 5 0	175 19 9
8. Garngad	28 15 1	- - -	- - -	- - -	- - -	80 1 2	342 5 9
9. Garscube	- - -	- - -	- - -	12 19 3	- - -	38 16 8	667 18 9
10. Glasgow Bridges	815 6 1	- - -	2,233 17 9	93 4 6	482 4 6	320 11 8	4,251 9 11
11. Glasgow, Kirkintilloch, and Bal- dernock	44 1 3	- - -	450 17 6	- - -	- - -	21 17 3	2,997 16 7
12. Glasgow and Shotts	69 2 2	- - -	- - -	20 0 0	- - -	64 15 0	7,194 5 11
13. Great Western and St. George's	972 15 6	- - -	36 4 6	32 12 0	- - -	75 19 10	2,121 10 9
14. Lanark and Hamilton	95 1 3	- - -	- - -	- - -	- - -	8 12 11	420 2 11
15. Lanarkshire, East and West	304 6 8	- - -	- - -	- - -	- - -	40 9 1	761 6 10
16. Ditto, North and South	248 14 3	- - -	- - -	- - -	- - -	27 1 1	1,500 15 7
17. Port Dundas and Craighall	192 9 3	- - -	- - -	- - -	116 6 0	56 6 8	804 7 4
18. Renfrew	- - -	- - -	152 10 6	78 9 8	- - -	32 11 10	1,262 18 4
19. Three Mile House	- - -	- - -	55 1 10	70 13 2	- - -	54 16 8	883 13 4
20. Wilsontown and Biggar	27 0 0	- - -	- - -	- - -	- - -	2 9 0	129 16 6
21. Wilsontown and Lanark	95 9 6	- - -	- - -	- - -	- - -	12 7 10	213 6 0
22. Yoker	- - -	- - -	153 19 0	90 10 3	- - -	53 18 4	3,300 10 3
£	6,996 3 8	- - -	3,283 19 11	433 8 10	733 10 6	1,208 19 7	40,403 10 1

a Omitted from previous returns. b Not stated. c For 7 years to Whitsunday 1868. d Including 14,000*l.* postponed debt.
h Large arrears,—the amount not stated. i Interest varies on 761*l.* 9*s.* 5*d.*

	DEBTS.						ARREARS OF INCOME.				
	26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.
	Bonded or Mortgage Debts.	Rate of In- terest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on this Account.	TOTAL ASSETS.
	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
10.	5,525 0 0	4	-	4,650 19 3	-	10,175 19 3	-	-	-	43 10 10	43 10 10
11.	6,000 0 0	4	-	1,200 0 0	-	7,200 0 0	-	-	-	595 7 3	595 7 3
12.	1,000 0 0	5½ & 5	-	-	-	1,000 0 0	-	-	-	247 17 0	247 17 0
13.	3,838 3 7	4	-	1,919 0 3	-	5,757 3 10	-	-	-	122 5 10	122 5 10
14.	-	-	-	-	-	-	-	-	-	519 5 5	519 5 5
15.	17,575 0 0	3½	-	1,472 15 2	-	19,047 15 2	-	-	-	338 18 10	338 18 10
16.	7,094 12 4	-	-	-	4,394 11 8	11,489 4 0	-	-	-	-	-
17.	a 589 3 3	b	-	-	-	589 3 3	-	-	-	65 7 9	65 7 9
18.	28 0 0	4	-	c 7 16 11	-	35 16 11	20 0 0	-	-	131 14 1	151 14 1
	73,275 6 1	-	-	12,858 19 1	4,394 11 8	90,528 16 10	95 10 0	-	-	3,540 15 5	3,636 5 5
1.	4,300 0 0	4½	-	-	1,470 8 1	5,770 8 1	-	-	-	-	-
1.	921 11 3	5	-	622 1 4	-	1,543 12 7	-	-	66 2 1	155 0 8	221 2 9
2.	-	-	-	-	-	-	20 10 0	100 0 0	400 0 0	3,966 0 5	4,486 10 5
3.	6,000 0 0	5	-	-	-	6,000 0 0	-	-	-	307 8 10	307 8 10
4.	2,602 10 0	5	-	7,288 2 10	86 13 5	9,977 6 3	13 19 8	-	203 15 0	-	217 14 8
5.	11,550 0 0	3½ & 4	-	8,296 7 0	-	19,846 7 0	3 15 0	-	29 0 0	172 8 6	205 3 6
6.	9,815 0 0	3	-	-	-	9,815 0 0	-	-	-	563 10 10	563 10 10
	30,889 1 3	-	-	16,206 11 2	86 13 5	47,182 5 10	38 4 8	100 0 0	698 17 1	5,164 9 3	6,001 11 0
1.	-	-	-	-	-	-	-	-	-	53 9 2	53 9 2
2.	d 31,960 4 7	4½	358 10 0	e 8,593 1 9	-	40,911 16 4	330 15 0	54 0 0	-	1,063 0 8	1,447 15 8
3.	8,290 8 3	5	-	b	-	8,290 8 3	-	-	-	288 14 2	288 14 2
4.	-	-	-	-	69 8 7	69 8 7	-	-	-	-	-
	40,250 12 10	-	358 10 0	8,593 1 9	69 8 7	49,271 13 2	330 15 0	54 0 0	-	1,405 4 0	1,789 19 0
1.	60,611 8 5	5 & 4	-	22,776 5 5	-	83,387 13 10	10 7 0	-	-	55 18 11	66 5 11
2.	5,405 19 0	4½ & 5	-	4,991 1 0	200 13 6	10,597 13 6	-	-	20 14 0	-	20 14 0
3.	37,794 15 5	5	-	-	-	37,794 15 5	-	-	0 16 6	21 3 6	22 0 0
4.	2,684 11 6	4	-	6,596 11 4	-	9,281 2 10	-	-	-	104 2 4	104 2 4
5.	3,222 0 0	5	-	8,860 10 0	-	12,082 10 0	-	-	-	135 2 8	135 2 8
6.	612 0 0	5	-	30 12 0	-	642 12 0	-	-	-	121 6 0	121 6 0
7.	3,490 4 8	5	-	f 1,422 7 5	-	4,912 12 1	-	-	134 4 1	159 12 7	293 16 8
8.	6,866 0 0	4 & 5	23 18 10	g 1,657 9 10	240 18 2	8,788 6 10	-	-	-	-	-
9.	-	-	-	-	-	-	-	-	-	1,850 12 7	1,850 12 7
10.	23,671 15 6	4½ & 4½	-	-	-	23,671 15 6	-	-	-	22,238 6 11	22,238 6 11
11.	1,000 0 0	4½	4,300 0 0	-	-	5,300 0 0	-	-	-	1,785 12 3	1,785 12 3
12.	-	-	-	-	-	-	153 6 8	-	580 0 0	6,024 13 8	6,758 0 4
13.	21,452 2 0	4	3,000 0 0	-	-	24,452 2 0	-	-	-	2,728 0 9	2,728 0 9
14.	2,925 0 0	3½	-	4,426 5 0	-	7,351 5 0	-	-	344 17 10	1 19 7	346 17 5
15.	24,864 11 0	5	-	h	-	24,864 11 0	-	-	102 2 10	-	102 2 10
16.	54,443 18 3	5	-	77,843 4 8	-	132,287 2 11	-	-	-	943 14 1	943 14 1
17.	i 4,321 9 5	i 4	-	-	-	4,321 9 5	-	-	-	-	-
18.	-	-	-	-	-	-	-	-	-	2,796 18 10	2,796 18 10
19.	-	-	-	-	-	-	-	-	-	284 9 8	284 9 8
20.	650 0 0	5 & 4	-	20 0 0	-	670 0 0	-	-	-	15 18 2	15 18 2
21.	3,250 0 0	3	-	2,879 9 9	-	6,129 9 9	-	-	-	19 8 2	19 8 2
22.	-	-	-	-	-	-	-	-	-	5,652 0 2	5,652 0 2
	257,265 15 2	-	7,323 18 10	131,503 16 5	441 11 8	396,535 2 1	163 13 8	-	1,182 15 3	44,939 0 10	46,285 9 9

c Including 8,223*l.* 6*s.* 3*d.* on postponed debt.f Exclusive of interest on 2,307*l.* 12*s.* subscriptions.g Exclusive of interest on 5,566*l.* subscriptions.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME.				
			4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. TOTAL INCOME.
COUNTY OF LINLITHGOW.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Cleuch - - - - -	310 12 8	- - -	839 6 4	- - -	68 9 4	- - -	907 15 8
2. Cramond Bridge, Queensferry, and Linlithgow - - - - -	- - -	16 12 3	655 0 0	- - -	26 15 0	- - -	681 15 0
3. Linlithgow - - - - -	293 18 1	- - -	534 0 0	- - -	82 4 10	- - -	616 4 10
£	604 10 9	16 12 3	2,028 6 4	- - -	177 9 2	- - -	2,205 15 6
COUNTY OF PERTH.							
1. Athole - - - - -	- - -	202 19 10	658 11 11	- - -	2 11 2	- - -	661 3 1
2. Auchterarder - - - - -	42 13 2	- - -	117 0 0	- - -	16 14 1	- - -	133 14 1
3. Blairgowrie and Bridge of Cally - - - - -	- - -	123 10 0	470 0 0	- - -	- - -	- - -	470 0 0
4. Blairgowrie and Coupar Angus - - - - -	211 10 10	- - -	202 16 10	- - -	2 9 8	- - -	205 6 6
5. Carse of Gowrie - - - - -	- - -	16 0 5	689 12 2	- - -	2 1 0	- - -	691 13 2
6. Crieff and Longcausewayhead - - - - -	2,122 18 9	- - -	1,204 0 0	- - -	19 14 3	- - -	1,223 14 3
7. Dalpatrick - - - - -	- - -	453 5 0	71 0 0	- - -	36 1 0	257 12 8	364 13 8
8. Dalreoch - - - - -	272 15 4	- - -	434 0 0	- - -	62 2 0	- - -	496 2 0
9. Drip and Frew and Netherton (united) - - - - -	- - -	95 17 11	690 0 0	- - -	0 5 5	- - -	690 5 5
10. Dunblane, Doune, and Callander - - - - -	455 8 4	- - -	1,430 14 0	- - -	6 10 10	1,000 0 0	2,437 4 10
11. Dunkeld to Aberfeldy and Kenmore - - - - -	324 9 5	- - -	433 16 0	- - -	215 2 6	- - -	648 18 6
12. Dunning - - - - -	57 5 7	- - -	79 0 0	- - -	1 1 3	- - -	80 1 3
13. Gleneagles - - - - -	- - -	- - -	347 8 4	- - -	1 6 5	- - -	348 14 9
14. Glenfalloch - - - - -	- - -	8 14 6	84 1 0	- - -	0 2 6	- - -	84 3 6
15. Glenlichorn - - - - -	80 18 1	- - -	36 0 0	- - -	d 41 5 5	- - -	77 5 5
16. Lochearn - - - - -	153 15 7	- - -	838 0 0	- - -	0 17 4	- - -	838 17 4
17. Lochtayside and Glendochart - - - - -	- - -	811 19 10	739 12 4	- - -	5 3 6	- - -	744 15 10
18. Monteith - - - - -	141 14 6	- - -	256 16 8	- - -	6 9 6	- - -	263 6 2
19. New Bridge of Earn - - - - -	3,464 19 11	- - -	- - -	- - -	102 12 11	- - -	102 12 11
20. Perth Bridge - - - - -	184 19 9	- - -	- - -	- - -	87 1 9	- - -	87 1 9
21. Perth and Coupar Angus - - - - -	532 7 11	- - -	880 0 0	- - -	10 19 3	- - -	890 19 3
22. Perth and Crieff - - - - -	- - -	121 18 10	759 12 9	- - -	0 7 10	- - -	760 0 7
23. Perth and Dunkeld - - - - -	2 12 10	- - -	628 15 8	- - -	14 0 0	- - -	642 15 8
24. Perth and Kinclaven - - - - -	931 18 4	- - -	568 0 0	- - -	9 18 1	- - -	577 18 1
25. Strathbraan - - - - -	101 2 2	- - -	197 9 0	- - -	1 0 3	- - -	198 9 3
26. Strathtay - - - - -	35 17 1	- - -	93 10 0	- - -	0 14 2	- - -	94 4 2
27. Taybridge Road - - - - -	16 19 10	- - -	324 11 0	- - -	- - -	- - -	324 11 0
28. Tummell Bridge Road - - - - -	521 9 5	- - -	563 10 0	- - -	15 7 0	- - -	578 17 0
£	9,655 16 10	1,834 6 4	12,797 17 8	- - -	661 19 1	1,257 12 8	14,717 9 5
COUNTY OF RENFREW.							
1. Kelly Roads - - - - -	9 3 2	- - -	1,697 15 0	- - -	0 9 7	- - -	1,698 4 7
2. Renfrew and Greenock - - - - -	394 0 5	- - -	1,295 0 0	- - -	2 6 2	- - -	1,297 6 2
3. Renfrewshire, 1st District - - - - -	- - -	473 19 0	10,496 9 2	- - -	1 0 0	- - -	10,497 9 2
4. Ditto, 2nd District - - - - -	- - -	681 5 1	3,429 15 0	- - -	38 5 0	- - -	3,468 0 0
5. Ditto, 3rd District - - - - -	- - -	428 2 1	645 0 0	- - -	30 0 0	- - -	675 0 0
£	403 3 7	1,583 6 2	17,563 19 2	- - -	72 0 9	- - -	17,635 19 11
COUNTY OF ROXBURGH.							
1. Drygrange Pontage - - - - -	1,145 7 11	- - -	167 5 10	- - -	16 16 9	- - -	184 2 7
2. Great Road - - - - -	123 7 4	- - -	170 0 0	- - -	1 15 2	- - -	171 15 2
3. Haremsoss and Scotsdyke, East District - - - - -	826 12 0	- - -	490 2 7	- - -	58 10 3	- - -	548 12 10
4. Jedburgh, 1st Assignment - - - - -	- - -	294 0 8	1,012 1 8	- - -	15 4 6	- - -	1,027 6 2
5. " 2nd Assignment - - - - -	184 5 9	- - -	988 6 10	- - -	1 0 0	- - -	989 6 10
6. Kelso Bridge - - - - -	1,053 3 3	- - -	- - -	- - -	51 14 9	- - -	51 14 9
7. Kelso Union, North Branch - - - - -	150 13 10	- - -	403 0 0	- - -	4 8 3	- - -	407 8 3
8. " South Branch - - - - -	1 11 11	- - -	88 0 0	- - -	0 1 9	- - -	88 1 9
9. " West Branch - - - - -	193 17 7	- - -	311 0 0	- - -	2 10 1	- - -	313 10 1
10. Lauder and Kelso - - - - -	171 3 7	- - -	709 0 0	- - -	1 15 2	- - -	710 15 2
11. Liddesdale - - - - -	369 5 3	- - -	282 12 6	- - -	f 214 11 4	- - -	497 3 10
12. Selkirk and St. Boswell's - - - - -	12 5 1	- - -	89 5 0	- - -	- - -	- - -	89 5 0
£	4,531 13 6	294 0 8	4,710 14 5	- - -	368 8 0	- - -	5,079 2 5

a Including materials, &c. b Including carriage. c Including 20*l.* allowance for extra work. d From other roads.

EXPENDITURE.

	9.	10.	11.	12.	13.	14.	15. 16. 17.			18.
	Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Treasurer.	Clerk.	Surveyor.	£ s. d.
1.	a 515 9 4	- - -	- - -	- - -	5 16 0	8 6 4	- - -	25 0 0	60 0 0	9 0 7
2.	128 8 6	6 12 0	231 4 9	- - -	- - -	19 4 3	- - -	20 0 0	52 0 0	0 6 8
3.	120 2 10	9 15 0	226 8 9	- - -	- - -	32 15 11	- - -	15 0 0	40 0 0	5 0 6
	764 0 8	16 7 0	457 13 6	- - -	5 16 0	60 6 6	- - -	60 0 0	152 0 0	14 7 9
1.	176 1 10	- - -	93 16 4	- - -	- - -	48 9 6	- - -	30 0 0	36 0 0	3 16 10
2.	a 61 18 8	- - -	- - -	- - -	0 8 4	0 2 0	- - -	12 2 0	20 0 0	- - -
3.	198 1 10	33 12 9	- - -	- - -	- - -	10 2 4	- - -	6 6 0	- - -	4 13 1
4.	58 17 5	10 13 6	- - -	- - -	- - -	5 0 1	- - -	6 6 0	- - -	5 16 8
5.	g 425 2 9	125 5 9	- - -	- - -	1 0 0	6 2 0	- - -	20 0 0	75 0 0	10 8 0
6.	a 612 18 7	- - -	- - -	- - -	7 0 0	- - -	- - -	50 0 0	70 0 0	- - -
7.	a 52 11 5	- - -	- - -	- - -	- - -	6 8 9	- - -	2 10 0	8 0 0	- - -
8.	a 228 8 7	- - -	- - -	- - -	- - -	21 1 4	- - -	27 2 0	30 0 0	- - -
9.	a 442 8 3	- - -	- - -	- - -	- - -	- - -	- - -	19 19 0	25 0 0	- - -
10.	591 8 10	- - -	- - -	- - -	6 16 6	- - -	15 0 0	10 0 0	40 0 0	- - -
11.	107 8 4	- - -	b 135 7 5	- - -	- - -	4 5 5	- - -	15 0 0	c 52 10 0	44 3 4
12.	41 6 1	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	- - -
13.	a 173 10 6	- - -	- - -	- - -	- - -	13 2 1	- - -	22 2 0	35 0 0	- - -
14.	a 78 5 4	- - -	- - -	- - -	- - -	- - -	2 0 0	- - -	3 0 0	- - -
15.	a 43 12 0	- - -	- - -	- - -	- - -	0 3 5	- - -	6 1 0	5 0 0	- - -
16.	a 485 14 6	- - -	- - -	- - -	- - -	114 2 10	- - -	27 1 0	26 0 0	- - -
17.	a 371 16 3	- - -	- - -	- - -	- - -	3 3 0	15 0 0	- - -	18 0 0	- - -
18.	101 18 9	83 8 2	21 3 4	- - -	4 0 0	1 18 0	5 12 6	- - -	20 7 6	3 16 8
19.	- - -	- - -	- - -	- - -	- - -	- - -	5 5 0	5 5 0	- - -	- - -
20.	60 0 5	- - -	- - -	- - -	- - -	- - -	5 0 0	- - -	4 4 0	- - -
21.	215 15 0	95 10 7	- - -	- - -	- - -	32 2 4	21 0 0	- - -	50 0 0	- - -
22.	267 14 9	66 2 1	- - -	- - -	10 6 6	12 1 11	- - -	27 2 0	60 0 0	- - -
23.	279 5 8	69 10 1	- - -	- - -	- - -	20 3 11	- - -	40 0 0	85 0 0	- - -
24.	132 9 9	28 9 9	- - -	- - -	1 10 0	7 19 7	15 15 0	- - -	34 4 0	- - -
25.	b 71 14 5	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	2 14 11
26.	79 10 8	- - -	- - -	- - -	- - -	- - -	2 10 0	- - -	5 0 0	- - -
27.	e 181 6 6	- - -	- - -	- - -	- - -	14 12 9	- - -	20 0 0	32 10 0	- - -
28.	e 345 10 3	- - -	- - -	- - -	- - -	12 9 6	- - -	15 0 0	25 0 0	- - -
	5,884 17 4	512 12 8	250 7 1	- - -	31 0 10	333 10 9	87 2 6	379 6 0	774 15 6	75 9 6
1.	1,008 13 8	- - -	b 594 13 3	- - -	4 10 0	4 18 10	- - -	- - -	- - -	- - -
2.	480 18 2	- - -	b 511 7 6	- - -	- - -	66 8 4	- - -	52 10 0	35 0 0	- - -
3.	2,679 15 6	- - -	b 4,834 12 5	- - -	- - -	302 8 2	- - -	171 0 0	150 0 0	2 18 10
4.	878 9 11	- - -	b 1,241 6 10	- - -	6 3 0	93 19 11	- - -	175 0 0	95 0 0	26 15 2
5.	205 2 8	- - -	b 303 3 11	- - -	- - -	25 17 6	- - -	20 0 0	20 0 0	- - -
	5,252 19 11	- - -	7,485 3 11	- - -	10 13 0	493 12 9	- - -	418 10 0	300 0 0	29 14 0
1.	15 0 0	- - -	- - -	- - -	- - -	- - -	- - -	5 5 0	- - -	- - -
2.	91 6 0	- - -	- - -	- - -	- - -	40 12 7	- - -	13 12 0	17 0 0	- - -
3.	109 17 4	- - -	b 150 9 7	- - -	0 6 0	104 8 5	- - -	30 0 0	50 0 0	- - -
4.	a 484 15 5	- - -	- - -	- - -	- - -	- - -	- - -	37 10 0	100 0 0	1 15 0
5.	a 601 10 5	- - -	- - -	- - -	- - -	- - -	- - -	37 10 0	100 0 0	3 0 0
6.	25 0 0	- - -	- - -	- - -	- - -	10 9 7	- - -	3 3 0	4 0 0	- - -
7.	a 329 7 9	- - -	- - -	- - -	- - -	13 12 10	- - -	16 15 0	30 0 0	- - -
8.	a 53 4 11	- - -	- - -	- - -	- - -	1 3 0	- - -	10 5 0	11 8 0	- - -
9.	30 19 2	- - -	52 16 3	- - -	- - -	24 11 4	- - -	16 0 0	18 18 0	- - -
10.	a 626 3 10	- - -	- - -	- - -	- - -	5 8 7	- - -	20 0 0	56 12 0	- - -
11.	110 1 0	- - -	b 100 15 7	- - -	11 0 0	42 2 6	- - -	10 0 0	47 0 0	- - -
12.	a 74 1 8	- - -	- - -	- - -	- - -	- - -	- - -	4 13 6	5 0 0	- - -
	2,551 7 6	- - -	304 1 5	- - -	11 6 0	242 8 10	- - -	204 13 6	439 18 0	4 15 0

(Continued on page 20.)

e Contract work. f Including 200% from Statute Labour Trustees in repayment of Loan.

g Including materials.

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF LINLITHGOW.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Cleuch	- - -	- - -	38 5 0	- - -	- - -	27 11 3	689 8 6
2. Cramond Bridge, Queensferry, and Linlithgow	117 7 9	- - -	- - -	- - -	- - -	13 11 5	588 15 4
3. Linlithgow	76 0 3	- - -	23 11 7	- - -	- - -	8 8 1	557 2 11
£	193 8 0	- - -	61 16 7	- - -	- - -	49 10 9	1,835 6 9
COUNTY OF PERTH.							
1. Athole	382 0 5	- - -	- - -	- - -	- - -	19 9 1	789 14 0
2. Auchterarder	- - -	- - -	- - -	- - -	- - -	17 18 7	112 9 7
3. Blairgowrie and Bridge of Cally	223 4 3	- - -	- - -	- - -	- - -	12 11 4	488 11 7
4. Blairgowrie and Coupar Angus	101 14 9	- - -	- - -	- - -	- - -	9 6 2	197 14 7
5. Carse of Gowrie	52 11 11	- - -	68 15 10	- - -	200 0 0	15 3 10	999 10 1
6. Crieff and Longcansewayhead	23 7 0	- - -	1,387 0 0	- - -	- - -	96 6 4	2,246 11 11
7. Dalpatrick	69 4 10	- - -	- - -	- - -	- - -	5 17 10	144 12 10
8. Dalreoch	211 10 1	- - -	- - -	- - -	- - -	20 11 0	538 13 0
9. Drip and Frew and Netherton (united)	15 12 0	- - -	87 10 9	- - -	- - -	24 7 7	614 17 7
10. Dunblane, Doune, and Callander	322 5 9	- - -	- - -	- - -	1,600 0 0	60 6 6	2,645 17 7
11. Dunkeld to Aberfeldy and Kenmore	- - -	- - -	- - -	- - -	- - -	11 5 0	369 19 6
12. Dunning	- - -	- - -	- - -	- - -	- - -	4 13 7	65 19 8
13. Gleneagles	78 0 3	- - -	- - -	- - -	- - -	26 19 11	348 14 9
14. Glenfalloch	- - -	- - -	- - -	- - -	- - -	1 7 10	84 13 2
15. Glenliehorn	- - -	- - -	- - -	- - -	- - -	6 19 4	61 15 9
16. Lochearn	153 15 7	- - -	- - -	- - -	- - -	25 8 6	832 2 5
17. Lochtayside and Glendochart	- - -	- - -	- - -	- - -	- - -	14 7 8	422 6 11
18. Monteith	- - -	- - -	- - -	- - -	- - -	6 1 6	248 6 5
19. New Bridge of Earn	- - -	- - -	- - -	- - -	- - -	0 0 8	10 10 8
20. Perth Bridge	- - -	- - -	- - -	- - -	- - -	1 5 2	70 9 7
21. Perth and Coupar Angus	273 15 1	- - -	- - -	- - -	- - -	27 11 0	715 14 0
22. Perth and Crieff	- - -	- - -	1 5 0	- - -	- - -	37 13 7	482 5 4
23. Perth and Dunkeld	74 3 9	- - -	- - -	- - -	59 0 3	19 5 3	646 8 11
24. Perth and Kinclaven	800 0 0	- - -	- - -	- - -	- - -	13 18 11	1,034 7 0
25. Strathbraan	101 2 2	- - -	- - -	- - -	- - -	22 0 10	207 12 4
26. Strathtay	- - -	- - -	- - -	- - -	- - -	4 2 4	93 13 0
27. Taybridge Road	38 9 9	- - -	- - -	- - -	- - -	18 16 10	305 15 10
28. Tummell Bridge Road	247 19 7	- - -	- - -	- - -	- - -	19 14 1	665 18 5
£	3,168 17 2	- - -	1,544 11 7	- - -	1,859 0 3	543 10 3	15,445 1 5
COUNTY OF RENFREW.							
1. Kelly Roads	54 10 8	- - -	- - -	- - -	- - -	30 18 2	1,698 4 7
2. Renfrew and Greenock	385 15 3	- - -	- - -	- - -	- - -	25 10 10	1,557 10 1
3. Renfrewshire, 1st District	283 3 5	- - -	- - -	26 4 2	1,000 0 0	199 18 1	9,650 0 7
4. Ditto, 2nd District	600 5 5	- - -	- - -	- - -	- - -	98 19 8	3,215 19 11
5. Ditto, 3rd District	22 4 5	- - -	- - -	- - -	- - -	26 13 7	623 2 1
£	1,345 19 2	- - -	- - -	26 4 2	1,000 0 0	382 0 4	16,744 17 3
COUNTY OF ROXBURGH.							
1. Drygrange Pontage	1 5 1	- - -	- - -	- - -	- - -	0 14 2	22 4 3
2. Great Road	- - -	- - -	- - -	- - -	- - -	8 13 8	171 4 3
3. Haremoss and Scotsdyke, East District	- - -	- - -	- - -	- - -	- - -	23 4 2	468 5 6
4. Jedburgh, 1st Assignment	570 5 8	20 0 0	- - -	- - -	- - -	37 3 11	1,251 10 0
5. " 2nd Assignment	- - -	20 0 0	- - -	- - -	- - -	25 2 7	787 3 0
6. Kelso Bridge	- - -	- - -	- - -	- - -	- - -	6 2 1	43 14 8
7. Kelso Union, North Branch	125 0 0	- - -	- - -	- - -	- - -	8 3 2	522 18 9
8. " South Branch	9 3 6	- - -	- - -	- - -	- - -	5 5 2	90 9 7
9. " West Branch	- - -	- - -	46 12 6	- - -	- - -	8 14 0	198 11 3
10. Lauder and Kelso	- - -	- - -	- - -	- - -	- - -	24 10 11	732 15 4
11. Liddesdale	- - -	- - -	206 3 0	- - -	- - -	17 1 1	544 3 2
12. Selkirk and St. Boswell's	- - -	- - -	- - -	- - -	- - -	6 11 9	90 6 11
£	705 14 3	40 0 0	252 15 6	- - -	- - -	171 6 8	4,928 6 8

(Continued from page 19.)

a Including 1,000*l.* postponed debt. b No interest is paid on 9,100*l.*
c Including interest on postponed debt. f Including 148*l.* 11*s.* at bank rates.
i If the surplus tolls are insufficient to pay the full rate, the Trust is not to be liable for the deficiency.
l Omitted by order of the Trustees, the same having been unclaimed for many years.

	DEBTS.					ARREARS OF INCOME.					
	26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	
	Bonded or Mortgage Debts.	Rate of In- terest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on this Account.	TOTAL ASSETS.
	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1.	-	-	-	-	-	-	-	-	-	528 19 10	528 19 10
2.	3,000 0 0	4½ & 5	-	-	-	3,000 0 0	-	-	-	76 7 5	76 7 5
3.	2,077 9 9	3½ & 4	-	-	-	2,077 9 9	-	-	-	353 0 0	353 0 0
	5,077 9 9	-	-	-	-	5,077 9 9	-	-	-	958 7 3	958 7 3
1.	9,500 0 0	4	-	-	331 10 9	9,831 10 9	-	-	-	-	-
2.	4,380 5 10	5	-	6,887 14 11	-	11,268 0 9	-	-	134 10 2	63 17 8	198 7 10
3.	5,700 0 0	4	-	-	142 1 7	5,842 1 7	-	-	-	-	-
4.	3,544 0 0	4	-	-	-	3,544 0 0	-	-	40 0 0	219 2 9	259 2 9
5.	510,100 0 0	4 to 5	-	-	323 17 4	10,423 17 4	-	-	-	-	-
6.	600 0 0	4	-	-	-	600 0 0	-	-	-	1,100 1 1	1,100 1 1
7.	1,975 18 10	4 & 5	-	938 11 0	233 4 2	3,147 14 0	-	-	59 11 9	-	59 11 9
8.	12,457 5 6	5	-	11,798 6 8	-	24,255 12 2	-	-	159 8 10	230 4 4	389 13 2
9.	400 0 0	4	-	-	20 10 1	420 10 1	-	-	-	-	-
10.	8,000 0 0	4	-	-	-	8,000 0 0	-	-	20 0 0	246 15 7	266 15 7
11.	7,075 0 0	d -	-	-	-	7,075 0 0	-	-	-	603 8 5	603 8 5
12.	9,047 6 2	5	-	17,188 3 1	-	26,235 9 3	-	-	22 7 11	71 7 2	93 15 1
13.	42,106 0 9	5	-	41,498 5 8	-	83,604 6 5	-	-	242 4 6	-	242 4 6
14.	4,280 0 0	4	-	5,639 7 3	9 4 2	9,928 11 5	-	-	-	-	-
15.	5,543 14 0	5	-	16,215 6 2	-	21,759 0 2	-	-	60 12 5	96 7 9	157 0 2
16.	13,493 18 9	5	-	19,768 4 5	-	33,262 3 2	-	-	18 18 9	160 10 6	179 9 3
17.	12,215 0 0	4	-	1,284 1 6	489 10 11	13,988 12 5	-	-	-	-	-
18.	2,988 11 0	4 & 4½	-	1,010 11 9	-	3,999 2 9	0 3 4	-	2 13 4	156 14 3	159 10 11
19.	-	-	-	-	-	-	-	-	-	3,557 2 2	3,557 2 2
20.	-	-	-	-	-	-	-	-	-	201 11 11	201 11 11
21.	9,940 0 0	3½ to 4½	-	2,019 7 7	-	11,959 7 7	-	-	-	707 13 2	707 13 2
22.	9,906 4 10	4	-	674 4 7	-	10,580 9 5	-	-	-	155 16 5	155 16 5
23.	1,898 11 0	4	-	-	1 0 5	1,899 11 5	-	-	-	-	-
24.	10,076 13 3	4½ & 5	-	59,743 14 8	-	69,820 7 11	-	-	-	475 9 5	475 9 5
25.	5,873 2 11	5	-	6,460 13 3	-	12,333 16 2	-	-	-	91 19 1	91 19 1
26.	1,300 0 0	5	-	810 0 0	-	2,110 0 0	-	-	-	36 8 3	36 8 3
27.	13,208 19 2	5	-	10,602 7 0	-	23,811 6 2	-	-	-	35 15 0	35 15 0
28.	6,391 8 10	5	-	2,944 16 8	-	9,336 5 6	-	-	130 10 4	434 13 0	565 3 4
	212,002 0 10	-	-	205,483 16 2	1,550 19 5	419,036 16 5	0 3 4	-	890 18 0	8,644 17 11	9,535 19 3
1.	12,000 0 0	4½	-	-	-	12,000 0 0	-	-	-	9 3 2	9 3 2
2.	51,883 4 9	5	-	-	-	51,883 4 9	-	-	-	133 16 6	133 16 6
3.	30,835 0 0	4 & 5	1,361 18 1	16,734 0 0	-	48,930 18 1	-	-	-	373 9 7	373 9 7
4.	14,130 0 0	4½ & 5	153 12 2	1,848 4 8	429 5 0	16,561 1 10	-	-	-	-	-
5.	4,670 0 0	5	615 6 3	1,355 6 7	376 4 2	7,016 17 0	-	-	-	-	-
	113,518 4 9	-	2,130 16 6	19,937 11 3	805 9 2	136,392 1 8	-	-	-	516 9 3	516 9 3
1.	25 2 6	5	-	-	-	25 2 6	-	-	-	1,307 6 3	1,307 6 3
2.	-	-	-	-	-	-	-	-	-	123 18 3	123 18 3
3.	-	-	-	-	-	-	-	-	-	906 19 4	906 19 4
4.	19,264 18 8	4½	-	152 13 9	518 4 6	19,935 16 11	-	-	-	386 9 7	409 15 5
5.	-	-	-	-	-	-	7 16 6	15 9 4	-	1,356 3 4	1,356 3 4
6.	-	-	-	-	-	-	-	-	-	35 3 4	35 3 4
7.	3,000 0 0	5	-	6,000 0 0	-	9,000 0 0	-	-	-	308 16 5	308 16 5
8.	3,019 13 4	5	-	1,363 5 3	0 15 11	4,383 14 6	-	-	-	149 3 5	167 3 5
9.	2,550 0 0	5	-	2,167 10 0	-	4,717 10 0	-	-	-	322 5 11	440 18 4
10.	-	-	-	-	-	-	18 0 0	-	-	11 3 2	27 19 2
11.	5,000 0 0	5	-	16,382 5 10	-	21,382 5 10	64 5 0	-	54 7 5	-	-
12.	-	-	-	-	-	-	-	-	16 16 0	-	-
	32,859 14 6	-	-	26,065 14 10	519 0 5	59,444 9 9	90 1 6	15 9 4	71 3 5	4,907 9 0	5,084 3 3

c Including 566*l*. 17*s*. 2*d*. at 4 per cent.

g Including interest accumulated.

d According to income.

h Including 984*l*. at 4 per cent.j Including 4,405*l*. postponed debt.

k Only 21 dividends, amounting to 33½ per cent., have been paid.

m No interest has been paid on 1,200*l*. subscriptions.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME.				
			4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. TOTAL INCOME.
COUNTY OF SELKIRK.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Ettrick - - - -	52 10 5	- - -	- - -	- - -	0 10 10	- - -	0 10 10
2. Selkirkshire - - -	- - -	419 6 11	422 19 8	- - -	3 10 0	- - -	426 9 8
£	52 10 5	419 6 11	422 19 8	- - -	4 0 10	- - -	427 0 6
COUNTY OF STIRLING.							
1. Crossmuirhead to Higginsneuck Ferry - - - -	254 17 8	- - -	14 16 11	- - -	4 17 0	- - -	19 13 11
2. Denny to Fintry Branch - - -	400 13 2	- - -	160 0 0	- - -	7 14 9	- - -	167 14 9
3. Kerse Road and Bridge - - -	- - -	55 10 8	410 0 0	- - -	- - -	- - -	410 0 0
4. Linlithgow Bridge to Stirling, &c. -	1,051 16 7	- - -	2,549 0 0	- - -	15 11 3	- - -	2,564 11 3
5. Redrow to Peathill - - - -	- - -	0 4 7	550 0 0	- - -	67 18 3	- - -	617 18 3
6. Stirling to Drymen Bridge - - -	329 6 3	- - -	600 0 0	- - -	5 6 2	- - -	605 6 2
7. West Stirlingshire, First District -	- - -	339 11 7	952 0 0	- - -	37 9 4	- - -	989 9 4
8. " " Second District - - -	- - -	92 6 9	1,301 18 0	- - -	32 11 11	- - -	1,334 9 11
9. " " Third District - - -	- - -	9 6 0	541 2 0	- - -	47 10 0	- - -	588 12 0
£	2,036 13 8	496 19 7	7,078 16 11	- - -	218 18 8	- - -	7,297 15 7
COUNTY OF WIGTOWN.							
1. Wigtown Bridges - - - -	2,041 14 8	- - -	- - -	- - -	1,976 18 10	- - -	1,976 18 10

a Including materials, &c.

EXPENDITURE.									
9.	10.	11.	12.	13.	14.	15.	16.	17.	18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
						Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. - - -	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	- - -	- - -
2. 253 8 5	68 18 0	112 17 8	- - -	- - -	23 9 3	- - -	40 0 0	67 9 10	- - -
253 8 5	68 18 0	112 17 8	- - -	- - -	23 9 3	- - -	45 0 0	67 9 10	- - -
1. a 19 6 4	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	2 10 0	- - -
2. 74 5 6	36 18 0	16 3 6	- - -	- - -	7 7 0	- - -	10 0 0	15 0 0	- - -
3. 112 6 0	17 5 0	53 12 0	- - -	- - -	23 4 0	- - -	21 0 0	15 0 0	- - -
4. a 1,304 4 1	- - -	- - -	- - -	- - -	- - -	- - -	100 0 0	130 0 0	60 1 4
5. a 233 8 10	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	15 0 0	- - -
6. 229 17 0	76 5 4	28 3 8	- - -	- - -	4 1 1	- - -	30 0 0	50 0 0	- - -
7. b 586 8 3	- - -	- - -	- - -	10 0 0	- - -	- - -	34 0 0	61 2 0	- - -
8. b 935 16 8	- - -	- - -	- - -	35 6 4	- - -	- - -	46 12 0	83 16 0	- - -
9. b 451 4 9	- - -	- - -	- - -	- - -	- - -	- - -	19 8 0	35 2 0	- - -
3,946 17 5	130 8 4	97 19 2	- - -	45 6 4	34 12 1	- - -	276 0 0	407 10 0	60 1 4
1. - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -

(Continued on page 24.)

b Including carriage.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

(Continued from page 23.)

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF SELKIRK.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Ettrick - - -	27 0 10	- - -	- - -	- - -	- - -	3 13 6	35 14 4
2. Selkirkshire - - -	- - -	- - -	- - -	- - -	- - -	57 12 9	623 15 11
£	27 0 10	- - -	- - -	- - -	- - -	61 6 3	659 10 3
COUNTY OF STIRLING.							
1. Crossmuirhead to Higginsneuck Ferry - - -	- - -	- - -	- - -	- - -	- - -	0 1 11	26 18 3
2. Denny to Fintry Branch - - -	- - -	- - -	- - -	- - -	- - -	5 11 1	165 5 1
3. Kerse Road and Bridge - - -	138 0 0	- - -	23 5 0	- - -	- - -	5 4 0	408 16 0
4. Linlithgow Bridge to Stirling, &c. - - -	894 3 6	- - -	- - -	- - -	- - -	175 17 11	2,664 6 10
5. Redrow to Peathill - - -	331 7 11	- - -	- - -	- - -	- - -	8 16 5	598 13 2
6. Stirling to Drymen Bridge - - -	180 11 9	- - -	- - -	- - -	- - -	24 17 2	623 16 0
7. West Stirlingshire, First District - - -	293 15 11	- - -	- - -	- - -	- - -	33 12 8	1,018 18 10
8. " " Second District - - -	- - -	- - -	- - -	- - -	- - -	53 16 1	1,155 7 1
9. " " Third District - - -	14 15 3	- - -	- - -	- - -	- - -	14 13 4	535 3 4
£	1,852 14 4	- - -	23 5 0	- - -	- - -	322 10 7	7,197 4 7
COUNTY OF WIGTOWN.							
1. Wigtown Bridges - - -	- - -	- - -	3,917 3 4	- - -	- - -	10 6 7	3,927 9 11

a Transferred to the Selkirkshire Road Trustees, the tolls being abolished by the 30th of Victoria, cap. 47.
e Including 700*l.* lent by other Districts. f No interest paid on 4,500*l.* postponed debt.

DEBTS.						ARREARS OF INCOME.				
26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.
Bonded or Mortgage Debts.	Rate of In- terest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on this Account.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 550 0 0	4½	- -	- -	- -	550 0 0	- -	- -	- -	a 17 6 11	17 6 11
2. 182 16 5	None	- -	- -	a 616 13 2	799 9 7	- -	- -	- -	- -	- -
732 16 5	- -	- -	- -	616 13 2	1,349 9 7	- -	- -	- -	17 6 11	17 6 11
1. 3,626 10 8	b -	- -	b -	- -	3,626 10 8	- -	- -	- -	247 13 4	247 13 4
2. - - -	- -	- -	- -	- -	- -	- -	- -	- -	403 2 10	403 2 10
3. c 8,850 0 0	4 & 5	- -	9,217 0 0	54 6 8	18,121 6 8	- -	- -	- -	- -	- -
4. 22,487 0 0	4	- -	- -	- -	22,487 0 0	- -	- -	- -	952 1 0	952 1 0
5. 12,937 0 4	d -	- -	- -	- -	12,937 0 4	- -	- -	- -	19 0 6	19 0 6
6. 6,565 0 0	4 to 5	- -	- -	- -	6,565 0 0	- -	- -	10 0 0	310 16 5	320 16 5
7. e 11,078 14 9	f 4	- -	f -	369 1 1	11,447 15 10	- -	- -	- -	- -	- -
8. - - -	- -	- -	- -	- -	- -	- -	- -	g 842 0 0	86 16 1	928 16 1
9. 492 0 0	3	- -	- -	- -	492 0 0	- -	- -	h 350 0 0	44 2 8	394 2 8
66,036 5 9	- -	- -	9,217 0 0	423 7 9	75,676 13 6	- -	- -	1,202 0 0	2,063 12 10	3,265 12 10
1. - - -	- -	- -	- -	- -	- -	- -	35 9 11	- -	91 3 7	126 13 6

b Uncertain—interest being according to income.
g Due from other Districts.

c Interest on 2,000*l.* postponed.
h Due from First District.

d Uncertain.

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

HIGHWAYS.

ABSTRACTS OF THE GENERAL STATEMENTS

OF THE

Receipts and Expenditure

ON ACCOUNT OF THE

**Highways of the several Parishes,
Townships, &c.**

IN

ENGLAND AND WALES,

FOR THE YEAR 1867.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

FOR HER MAJESTY'S STATIONERY OFFICE.

1869.

* * This Return comprises the following Abstracts :—

1. England and North Wales, so far as the Highways are included in *Divisions*, under the 12th & 13th Victoria, Cap. 35., for the year ending 25th March 1867. .
 2. England and North Wales, so far as the Highways are included in *Districts*, under the 25th & 26th Victoria, Cap. 61., and the 27th & 28th Victoria, Cap. 101., for the year ending 31st December 1867.
 3. South Wales, complete, under the 23rd & 24th Victoria, Cap. 68., for the year ending 25th March 1867.
-

SUMMARY of the RECEIPTS and EXPENDITURE of the several Returns
included in these Abstracts.

Number of Returns, 15,610.

	£	s.	d.
Balance in hand - - - - -	170,294	13	3
Balance overspent - - - - -	66,228	14	2
RECEIPTS.			
Rates or Assessments - - - - -	1,359,512	1	7
Team Labour performed in lieu of Rates - - - - -	16,263	6	3
Other Work performed in lieu of Rates - - - - -	2,503	9	3
From Turnpike Trusts - - - - -	10,335	6	7
Money borrowed - - - - -	5,224	0	0
Other Receipts - - - - -	28,918	17	7
Total Receipts - - - - -	1,422,757	1	3
EXPENDITURE.			
Manual Labour - - - - -	555,558	7	8
Team Labour - - - - -	240,849	8	9
Materials - - - - -	357,412	6	6
Tradesmen's Bills - - - - -	73,242	7	1
Improvements - - - - -	20,618	12	2
Salaries and Common Charges - - - - -	92,449	11	10
Team Labour performed in lieu of Rates - - - - -	16,263	6	3
Other Work performed in lieu of Rates - - - - -	2,503	9	3
To Turnpike Trusts - - - - -	21,151	16	0
Interest of Debt - - - - -	500	18	10
Money borrowed repaid - - - - -	716	13	4
Other Payments - - - - -	39,802	11	4
Total Expenditure - - - - -	1,421,069	9	0
Balance in hand - - - - -	177,599	7	9
Balance overspent - - - - -	71,845	16	5
Money borrowed - - - - -	13,000	13	4
Unpaid Interest - - - - -	51	3	10

Home Office, Whitehall,
1st March 1869.

E. H. KNATCHBULL-HUGESSEN.

LIST OF COUNTIES.

ENGLAND.

	<i>Divisions.</i>		<i>Districts.</i>			<i>Divisions.</i>		<i>Districts.</i>	
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NAMES OF COUNTIES.	RETURNS.	BALANCES, 25th March 1866.		RECEIPTS.						EXPENDITURE.										BALANCES, 25th March 1867.		NAMES OF COUNTIES.		
		In hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour.	Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In hand.	Overspent.			
ENGLAND.																						ENGLAND.		
BEDFORDSHIRE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BEDFORDSHIRE.		
BERKSHIRE	-	122	1,335 3 0	329 5 1	7,043 8 7	141 5 5	12 1 3	-	229 1 10	7,425 17 1	3,174 15 1	2,053 10 8	1,054 6 8	737 15 4	325 3 0	141 5 5	12 1 3	1 2 6	345 16 11	7,845 16 10	1,061 14 4	475 16 2	BERKSHIRE.	
BUCKINGHAMSHIRE	-	253	3,159 12 7	664 11 1	19,227 12 4	134 7 5	11 0 0	338 0 0	1,120 19 1	20,831 18 10	6,894 8 4	2,504 4 10	7,963 4 1	1,935 4 7	449 19 0	134 7 5	11 0 0	248 15 0	863 7 8	21,004 10 11	3,326 5 9	1,003 16 4	BUCKINGHAMSHIRE.	
CAMBRIDGESHIRE	-	155	2,564 19 11	1,034 16 2	23,878 19 4	101 7 10	-	20 14 11	1,129 4 4	25,130 6 5	6,963 17 3	4,178 19 8	10,573 0 11	1,407 6 11	797 15 11	101 7 10	-	99 9 0	787 18 2	24,909 15 8	2,739 15 1	989 0 7	CAMBRIDGESHIRE.	
CHEESHIRE	-	2	-	104 2 1	968 19 10	-	-	-	181 13 1	1,150 12 11	342 5 8	78 2 0	503 11 1	89 18 7	65 0 0	-	-	-	67 11 3	1,146 8 7	-	-	99 17 9	CHEESHIRE.
CORNWALL	-	8	403 18 7	-	2,058 3 5	8 4 5	9 8 0	-	32 19 6	2,108 15 4	877 9 8	305 1 3	391 4 11	283 16 3	164 5 1	8 4 5	9 8 0	-	152 9 2	2,191 18 9	324 2 2	3 7 0	CORNWALL.	
CUMBERLAND	-	267	1,760 7 3	335 12 7	7,308 14 10	251 1 1	181 19 11	31 0 8	112 9 11	7,885 6 5	3,925 17 2	853 7 11	1,520 3 9	326 18 1	438 11 4	251 1 1	181 19 11	10 8 0	422 12 6	7,930 19 9	1,800 19 5	421 18 1	CUMBERLAND.	
DERBYSHIRE	-	334	3,284 9 10	573 8 1	18,506 7 11	1,260 7 0	69 16 7	294 8 7	597 15 2	20,728 15 3	8,458 16 11	3,411 10 6	3,304 7 0	1,238 6 4	938 13 9	1,260 7 0	69 16 7	620 2 5	923 14 6	20,225 15 0	3,662 14 0	448 12 0	DERBYSHIRE.	
DEVONSHIRE	-	18	383 8 1	83 0 3	3,370 3 4	-	-	137 5 0	89 6 5	3,596 14 9	1,889 12 9	299 19 5	629 19 8	521 3 8	89 19 7	-	-	75 17 3	145 17 5	3,652 9 9	286 13 6	42 0 8	DEVONSHIRE.	
DORSETSHIRE	-	5	110 3 0	-	1,076 12 9	-	-	-	33 2 9	1,109 15 6	441 1 1	52 19 8	383 11 10	190 17 0	7 9 6	-	-	-	60 3 7	1,136 2 8	94 6 10	10 11 0	DORSETSHIRE.	
DURHAM	-	2	207 14 3	-	751 5 7	191 2 1	-	-	2 10 6	944 18 2	335 19 7	105 10 2	237 13 9	55 18 6	88 6 6	191 2 1	-	40 0 0	3 9 10	1,058 0 5	94 12 0	-	DURHAM.	
ESSEX	-	360	4,017 6 0	2,041 1 9	30,398 2 8	2,190 1 8	61 12 0	251 5 2	534 4 6	33,435 6 0	8,097 6 5	7,343 10 7	8,795 6 3	3,718 2 11	1,042 5 10	2,190 1 8	61 12 0	-	1,525 17 3	32,774 2 11	4,490 2 1	1,852 14 9	ESSEX.	
GLOUCESTERSHIRE	-	38	378 19 5	164 19 10	3,007 2 2	6 2 7	-	-	15 14 3	3,028 19 0	1,052 12 0	727 18 10	787 10 5	221 8 2	168 10 0	6 2 7	-	1 10 0	77 13 0	3,043 5 0	336 8 11	136 15 4	GLOUCESTERSHIRE.	
HAMPSHIRE	-	34	411 12 3	8 2 7	6,340 16 1	-	-	-	722 16 0	7,063 12 1	1,975 11 7	3,617 4 8	442 0 2	270 3 8	276 9 3	-	-	-	313 14 11	6,895 4 3	579 12 16	7 15 0	HAMPSHIRE.	
HEREFORDSHIRE	-	20	109 4 6	44 3 11	1,123 5 6	11 1 11	-	-	25 0 0	1,159 7 5	391 17 3	294 12 4	297 19 8	18 3 7	56 0 0	11 1 11	-	48 12 0	27 1 10	1,145 8 7	137 8 7	58 9 2	HEREFORDSHIRE.	
HERTFORDSHIRE	-	149	2,581 8 5	706 4 8	15,809 12 3	200 4 6	4 15 5	10 0 0	792 6 6	16,816 18 8	6,196 15 1	2,621 8 9	4,575 2 9	2,485 5 4	585 14 3	200 4 6	4 15 5	18 4 0	698 6 7	17,385 16 8	2,623 12 6	1,317 6 9	HERTFORDSHIRE.	
HUNTINGDONSHIRE	-	4	12 16 8	43 12 2	166 6 3	-	-	-	0 15 6	167 1 9	33 7 10	32 11 0	49 6 8	8 6 3	3 0 0	-	-	-	5 10 1	132 1 10	33 2 6	28 18 1	HUNTINGDONSHIRE.	
KENT	-	8	177 7 2	59 4 9	1,948 13 6	28 5 1	-	-	18 15 0	1,995 13 7	367 7 11	334 16 1	509 13 9	528 2 3	50 6 6	28 5 1	-	10 15 0	325 16 5	2,155 3 0	136 14 0	178 1 0	KENT.	
LANCASHIRE	-	357	6,049 11 11	712 13 8	33,835 2 10	831 8 2	324 5 9	1,125 8 9	2,170 15 5	38,287 0 11	15,489 17 0	5,206 15 3	9,067 11 8	1,734 16 4	2,302 10 7	831 8 2	324 5 9	1,026 16 1	2,167 10 4	38,151 11 2	6,333 7 7	860 19 7	LANCASHIRE.	
LEICESTERSHIRE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	LEICESTERSHIRE.	
LINCOLNSHIRE	-	693	9,261 5 11	2,555 16 7	98,364 4 9	2,928 14 7	147 8 7	74 6 6	1,992 18 1	103,507 12 6	36,984 19 0	18,613 15 3	34,470 17 1	4,846 1 3	2,245 12 8	2,928 14 7	147 8 7	1,175 13 5	3,081 7 0	104,494 8 10	9,011 4 2	3,292 11 2	LINCOLNSHIRE.	
MIDDLESEX	-	41	2,035 13 5	243 18 8	71,560 8 0	541 6 2	4 17 0	-	1,929 2 6	74,035 13 8	33,902 15 9	19,135 14 9	8,612 5 5	5,647 1 0	2,819 15 6	541 6 2	4 17 0	-	3,237 13 11	73,901 9 6	2,474 5 11	548 7 0	MIDDLESEX.	
MONMOUTHSHIRE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MONMOUTHSHIRE.	
NORFOLK	-	660	4,199 10 4	1,591 5 7	22,989 14 0	421 4 2	76 5 7	3 8 8	683 4 7	24,173 17 0	9,425 11 2	4,326 3 0	6,568 12 4	1,508 9 4	681 19 0	421 4 2	76 5 7	117 18 0	1,144 2 6	24,270 5 1	4,312 10 11	1,800 14 3	NORFOLK.	
NORTHAMPTONSHIRE	-	36	486 0 5	211 18 7	3,102 3 11	-	-	-	240 17 4	3,343 1 3	1,369 5 4	420 14 2	1,458 0 8	189 4 3	40 0 0	-	-	-	175 18 10	3,653 3 3	332 16 3	368 16 5	NORTHAMPTONSHIRE.	
NORTHUMBERLAND	-	297	795 13 3	376 10 5	7,756 1 7	482 5 1	85 13 2	11 10 0	314 8 1	8,649 17 11	4,037 4 5	1,666 13 2	1,520 13 1	159 8 2	121 5 10	482 5 1	85 13 2	133 12 4	295 12 1	8,502 7 4	982 3 3	415 9 10	NORTHUMBERLAND.	
NOTTINGHAMSHIRE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NOTTINGHAMSHIRE.	
OXFORDSHIRE	-	2	7 19 0																					



ABSTRACT STATEMENTS.

ENGLAND.

COUNTY OF BERKS. - - - - -

NAMES OF DIVISIONS, &c.		BALANCES, 25th March 1866.		RECEIPTS.							
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour.	
	Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Forest, The	- 17	250 1 1	42 10 1	1,005 11 2	105 15 4	- - -	- - -	14 17 0	1,126 3 6	494 19 1	
Lamborne	- 7	61 6 11	- - -	310 2 9	- - -	- - -	- - -	7 4 0	317 6 9	163 12 5	
Maidenhead	- 8	201 4 9	24 8 5	1,008 12 9	- - -	- - -	- - -	17 19 2	1,026 11 11	267 10 5	
Moreton	- 13	199 17 4	18 4 3	1,256 16 2	- - -	- - -	- - -	26 14 8	1,283 10 10	610 5 2	
Newbury	- 44	328 8 11	152 7 2	1,276 4 11	- - -	- - -	- - -	104 1 0	1,380 5 11	718 0 0	
Reading	- 26	169 16 8	79 9 11	1,160 12 3	27 15 1	12 1 3	- - -	38 0 6	1,238 9 1	499 19 6	
Wantage	- 2	23 6 6	7 9 8	55 14 7	- - -	- - -	- - -	- - -	55 14 7	20 8 4	
Windsor	- 4	56 14 7	4 15 7	598 11 3	7 15 0	- - -	- - -	14 1 6	620 7 9	235 16 8	
Borough of Abingdon	1	44 6 3	- - -	371 2 9	- - -	- - -	- - -	6 4 0	377 6 9	164 3 6	
	122	1,335 3 0	329 5 1	7,043 8 7	141 5 5	12 1 3	- - -	229 1 10	7,425 17 1	3,174 15 1	

COUNTY OF BUCKS. - - - - -

Ashendon	- 17	261 6 9	29 14 9	1,789 9 10	70 0 5	- - -	-	0 14 0	1,860 4 3	481 12 2
Aylesbury	- 39	433 17 1	119 3 7	2,753 15 0	- - -	-	294 0 0	215 4 8	3,262 19 8	965 0 3
Buckingham	- 32	333 15 3	32 14 6	1,995 10 8	2 0 0	9 10 0	-	51 5 0	2,058 5 8	793 16 6
Burnham	- 17	320 10 9	129 18 5	779 16 11	25 15 4	1 10 0	-	75 8 7	882 10 10	480 12 1
Chesham	- 13	63 9 4	40 15 7	633 14 10	6 3 3	- - -	-	13 10 8	653 8 9	258 17 1
Cottesloe, South	- 18	309 1 3	28 7 6	2,500 11 8	- - -	-	-	24 8 4	2,525 0 0	793 8 4
Desborough, 1st Div ⁿ	8	109 11 2	0 18 9	578 1 9	- - -	-	-	19 1 6	597 3 3	347 3 2
Desborough, 2nd Div ⁿ	11	261 9 0	9 8 3	827 18 10	- - -	-	44 0 0	254 5 1	1,126 3 11	548 18 1
Newport Pagnell	- 44	364 0 11	168 13 8	2,870 9 3	- - -	-	-	63 4 11	2,933 14 2	946 11 6
Stoke	- 12	213 0 9	5 5 0	1,239 18 10	4 16 11	- - -	-	126 12 2	1,371 7 11	405 4 6
Stony Stratford	- 9	132 19 8	12 12 8	875 10 6	24 2 0	- - -	-	19 18 8	919 11 2	199 17 9
Winslow	- 26	147 0 4	86 18 5	1,760 14 4	1 9 6	- - -	-	40 19 3	1,803 3 1	417 17 11
Boroughs	- 7	209 10 4	- - -	621 19 11	- - -	-	-	216 6 3	838 6 2	255 9 0
253		3,159 12 7	664 11 1	19,227 12 4	134 7 5	11 0 0	338 0 0	1,120 19 1	20,831 18 10	6,894 8 4

COUNTY OF CAMBRIDGE. - - - - -

Arrington and Melbourne	28	244 11 8	181 2 5	2,917 1 0	- - -	-	-	53 3 4	2,970 4 4	643 9 11
Bottisham	- 11	119 13 7	250 5 2	1,114 14 10	82 14 10	- - -	-	363 5 10	1,560 15 6	393 7 1
Cambridge	- 33	486 4 3	296 19 6	4,411 18 8	- - -	-	-	404 11 8	4,816 10 4	1,704 11 11
Caxton	- 16	168 12 8	12 9 4	974 2 7	7 9 0	- - -	-	27 15 11	1,009 7 6	309 13 1
Linton	- 20	175 3 6	171 16 5	1,319 17 5	11 4 0	- - -	-	31 15 7	1,362 17 0	427 14 10
Newmarket	- 19	511 7 8	28 11 4	2,728 16 6	- - -	-	20 14 11	74 10 1	2,824 1 6	1,123 19 6
ISLE OF ELY.										
Ely and Witchford, South	12	389 16 5	70 8 6	2,064 11 8	- - -	-	-	20 19 1	2,085 10 9	527 7 4
Whittlesey	- 2	148 4 1	- - -	1,994 0 8	- - -	-	-	- - -	1,994 0 8	487 12 5
Wisbech	- 9	189 4 11	23 3 6	4,737 0 3	- - -	-	-	122 18 10	4,859 19 1	915 15 5
Witchford, North	- 5	132 1 2	- - -	1,616 15 9	- - -	-	-	30 4 0	1,646 19 9	430 5 9
155		2,564 19 11	1,034 16 2	23,878 19 4	101 7 10	- - -	20 14 11	1,129 4 4	25,130 6 5	6,963 17 3

ENGLAND.

COUNTY OF BERKS.

EXPENDITURE.									BALANCES, 25th March 1867.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
200 18 2	184 3 9	140 0 8	95 12 0	105 15 4	-	-	51 17 8	1,273 6 8	119 19 3	59 11 5
59 16 3	37 3 0	13 17 3	12 0 0	-	-	-	12 7 3	298 16 2	87 17 6	8 0 0
311 6 10	270 4 3	161 18 6	68 0 0	-	-	-	33 12 0	1,112 12 0	124 17 6	34 1 3
483 13 0	87 9 0	61 3 0	-	-	-	-	20 13 4	1,263 3 6	223 17 2	21 16 9
373 5 9	69 5 6	186 0 8	-	-	-	-	163 10 7	1,510 2 6	257 17 6	211 12 4
414 12 1	130 17 4	109 11 8	80 1 0	27 15 1	12 1 3	1 2 6	27 6 7	1,303 7 0	153 6 0	127 17 2
2 4 0	5 8 4	0 13 3	-	-	-	-	0 7 0	29 0 11	42 10 6	-
154 16 1	146 9 0	59 2 5	55 0 0	7 15 0	-	-	18 3 0	677 2 2	8 1 10	12 17 3
52 18 6	123 6 6	5 7 11	14 10 0	-	-	-	17 19 6	378 5 11	43 7 1	-
2,053 10 8	1,054 6 8	737 15 4	325 3 0	141 5 5	12 1 3	1 2 6	345 16 11	7,845 16 10	1,061 14 4	475 16 2

COUNTY OF BUCKS.

180 15 3	1,122 14 4	41 15 0	10 0 0	70 0 5	-	-	31 0 0	31 18 3	1,969 15 5	221 18 10	99 18 0
198 10 10	1,583 16 1	191 10 9	126 17 6	-	-	-	21 0 0	85 14 11	3,172 10 4	520 10 7	115 7 9
343 6 8	805 3 10	105 15 5	-	-	2 0 0	9 10 0	-	48 8 10	2,108 1 3	319 15 0	68 9 10
169 15 5	98 17 1	154 18 10	56 2 6	25 15 4	1 10 0	-	-	31 7 11	1,018 19 2	158 17 7	104 13 7
29 4 7	185 12 1	69 17 8	2 11 6	6 3 3	-	-	-	65 12 9	617 18 11	79 17 11	21 14 4
211 18 9	1,070 18 4	426 4 4	20 0 0	-	-	-	-	40 2 5	2,562 12 2	381 12 6	138 10 11
99 0 8	51 8 6	85 7 11	77 10 0	-	-	-	-	59 2 8	719 12 11	82 3 8	96 0 11
77 18 2	414 19 1	82 7 10	60 10 0	-	-	-	-	49 6 3	1,233 19 5	180 1 1	35 15 10
473 13 7	914 2 10	286 9 10	10 0 0	-	-	-	130 7 0	89 2 8	2,850 7 5	407 4 7	128 10 7
311 14 7	306 11 7	142 2 8	65 13 6	4 16 11	-	-	-	147 9 0	1,383 12 9	235 0 2	39 9 3
99 1 0	320 4 10	50 17 11	1 10 0	24 2 0	-	-	65 18 11	29 15 6	791 7 11	248 10 3	-
162 13 11	886 11 6	171 19 0	16 4 0	1 9 6	-	-	0 9 1	81 6 6	1,738 11 5	274 9 3	149 15 8
146 11 5	202 4 0	125 17 5	3 0 0	-	-	-	-	104 0 0	837 1 10	216 4 4	5 9 8
2,504 4 10	7,963 4 1	1,935 4 7	449 19 0	134 7 5	11 0 0	248 15 0	863 7 8	21,004 10 11	3,326 5 9	1,003 16 4	

COUNTY OF CAMBRIDGE.

507 10 3	1,580 10 8	103 8 2	84 0 0	-	-	-	-	61 16 2	2,980 15 2	255 15 2	202 16 9
181 4 8	417 17 10	92 4 9	90 18 0	82 14 10	-	-	-	49 4 7	1,307 11 9	169 19 2	47 7 0
751 11 2	1,377 8 3	265 1 0	104 3 6	-	-	-	31 9 0	235 7 10	4,469 12 8	654 1 11	117 19 6
300 2 7	337 6 6	63 7 3	17 0 0	7 9 0	-	-	68 0 0	58 0 5	1,160 18 10	73 7 8	68 15 8
190 15 3	271 3 0	144 11 1	84 10 0	11 4 0	-	-	-	176 4 4	1,306 2 6	253 12 4	193 10 9
682 2 5	778 1 8	191 12 8	107 0 5	-	-	-	-	34 16 0	2,917 12 8	502 18 5	113 13 3
365 8 0	1,009 1 2	211 1 6	-	-	-	-	-	80 7 8	2,193 5 8	290 0 3	78 7 3
184 6 5	1,028 8 5	132 1 10	55 0 0	-	-	-	-	15 3 8	1,902 12 9	239 12 0	-
799 18 1	2,985 3 7	116 10 4	178 18 0	-	-	-	-	33 9 6	5,029 14 11	162 16 0	166 10 5
216 0 10	787 19 10	87 8 4	76 6 0	-	-	-	-	43 8 0	1,641 8 9	137 12 2	-
4,178 19 8	10,573 0 11	1,407 6 11	797 15 11	101 7 10	-	-	99 9 0	787 18 2	24,909 15 8	2,739 15 1	989 0 7

COUNTY OF CHESTER.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1866.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Hyde - 1	- - -	27 14 10	386 17 6	- - -	- - -	- - -	5 9 9	392 7 3	89 4 3	
Borough of Congleton - 1	- - -	76 7 3	582 2 4	- - -	- - -	- - -	176 3 4	758 5 8	253 1 5	
2	- - -	104 2 1	968 19 10	- - -	- - -	- - -	181 13 1	1,150 12 11	342 5 8	

COUNTY OF CORNWALL.

Penwith, East - 1	41 18 2	- - -	657 0 6	- - -	- - -	- - -	- - -	657 0 6	346 16 0
Penwith, West - 2	111 10 9	- - -	567 5 3	- - -	- - -	- - -	4 0 0	571 5 3	189 9 5
Boroughs, &c. - 5	250 9 8	- - -	833 17 8	8 4 5	9 8 0	- - -	28 19 6	880 9 7	341 4 3
8	403 18 7	- - -	2,058 3 5	8 4 5	9 8 0	- - -	32 19 6	2,108 15 4	877 9 8

COUNTY OF CUMBERLAND.

Allerdale above Derwent 37	409 1 5	113 7 6	1,531 13 11	149 18 1	132 7 10	16 4 0	33 15 6	1,863 19 4	723 6 4
Allerdale below Derwent 46	180 1 11	106 16 4	1,171 8 5	3 14 10	7 11 3	- - -	31 14 8	1,214 9 2	580 3 2
Bootle - 15	134 10 4	- - -	224 4 11	30 11 6	17 7 3	- - -	5 9 6	277 13 2	152 16 7
Cumberland Ward - 54	363 10 4	40 9 5	1,338 5 7	- - -	- - -	- - -	1 18 4	1,340 3 11	747 13 0
Derwent - 67	367 14 6	11 10 1	1,535 8 10	66 16 8	24 13 7	14 16 8	28 6 8	1,670 2 5	786 1 3
Eskdale Ward - 24	204 3 2	45 15 9	842 2 10	- - -	- - -	- - -	4 3 6	846 6 4	648 7 0
Longtown - 24	101 5 7	17 13 6	665 10 4	- - -	- - -	- - -	7 1 9	672 12 1	287 9 10
267	1,760 7 3	335 12 7	7,308 14 10	251 1 1	181 19 11	31 0 8	112 9 11	7,885 6 5	3,925 17 2

COUNTY OF DERBY.

Alfreton - 23	160 2 7	42 13 4	1,157 13 10	481 5 2	8 7 2	4 0 0	36 7 4	1,687 13 6	547 9 9
Appletree - 21	61 7 10	33 4 8	554 16 1	8 15 0	4 9 0	- - -	25 15 9	593 15 10	205 0 4
Ashbourne - 37	164 13 7	8 2 11	990 18 5	34 7 11	- - -	- - -	5 5 8	1,030 12 0	328 15 7
Bakewell - 47	159 6 0	29 0 9	1,025 14 7	86 13 0	49 4 3	21 9 7	28 0 5	1,211 1 10	568 15 5
Belper - 13	88 1 11	16 9 3	843 6 7	17 6 3	- - -	57 10 0	16 10 7	934 13 5	330 14 5
Chapel-en-le-Frith - 27	179 1 3	92 0 2	2,035 8 8	- - -	- - -	81 6 3	132 13 10	2,249 8 9	1,234 18 11
Chesterfield - 32	926 17 3	1 15 0	2,894 12 9	208 2 8	- - -	21 5 0	33 2 4	3,157 2 9	1,334 3 7
Derby - 47	306 18 1	172 8 10	2,010 11 1	93 15 8	- - -	- - -	40 6 5	2,144 13 2	747 6 10
Eckington - 17	350 15 7	39 7 4	2,041 2 1	78 13 10	3 0 5	- - -	26 11 9	2,149 8 1	859 12 0
Glossop - 11	367 0 10	30 19 3	954 10 5	- - -	- - -	30 0 0	38 8 1	1,022 18 6	592 10 0
Repton and Gresley - 20	208 16 6	5 19 5	715 6 5	43 8 0	- - -	- - -	16 18 4	775 12 9	294 8 8
Smalley - 18	179 15 5	34 18 10	1,124 5 2	155 1 10	- - -	30 0 0	49 6 5	1,358 13 5	448 14 9
Wirksworth - 20	131 13 0	5 4 8	759 6 7	52 17 8	4 15 9	48 17 9	24 17 9	890 15 6	335 14 7
Borough of Chesterfield 1	- - -	61 3 8	1,398 15 3	- - -	- - -	- - -	123 10 6	1,522 5 9	630 12 1
334	3,284 9 10	573 8 1	18,506 7 11	1,260 7 0	69 16 7	294 8 7	597 15 2	20,728 15 3	8,458 16 11

COUNTY OF DEVON.

Honiton - 1	27 15 11	- - -	78 5 5	- - -	- - -	- - -	- - -	78 5 5	43 13 3
Paignton - 8	67 17 0	24 15 7	415 4 2	- - -	- - -	- - -	- - -	415 4 2	122 10 1
Boroughs, &c. - 9	287 15 2	58 4 8	2,876 13 9	- - -	- - -	137 5 0	89 6 5	3,103 5 2	1,723 9 5
18	383 8 1	83 0 3	3,370 3 4	- - -	- - -	137 5 0	89 6 5	3,596 14 9	1,889 12 9

COUNTY OF DORSET.

Boroughs, &c. - 5	110 3 0	- - -	1,076 12 9	- - -	- - -	- - -	33 2 9	1,109 15 6	441 1 1
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COUNTY OF CHESTER.

EXPENDITURE.									BALANCES, 25th March 1867.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
22 14 1	213 13 2	3 7 10	30 0 0	- - -	- - -	- - -	10 6 2	369 5 6	- - -	4 13 1
55 7 11	289 17 11	86 10 9	35 0 0	- - -	- - -	- - -	57 5 1	777 3 1	- - -	95 4 8
78 2 0	503 11 1	89 18 7	65 0 0	- - -	- - -	- - -	67 11 3	1,146 8 7	- - -	99 17 9

COUNTY OF CORNWALL.

125 12 11	118 19 5	20 17 9	40 0 0	- - -	- - -	- - -	11 10 7	663 16 8	35 2 0	—
114 18 1	18 14 8	59 5 1	93 17 6	- - -	- - -	- - -	22 3 6	498 8 3	184 7 9	—
64 10 3	253 10 10	203 13 5	30 7 7	8 4 5	9 8 0	- - -	118 15 1	1,029 13 10	104 12 5	3 7 0
305 1 3	391 4 11	283 16 3	164 5 1	8 4 5	9 8 0	- - -	152 9 2	2,191 18 9	324 2 2	3 7 0

COUNTY OF CUMBERLAND.

225 18 3	328 2 4	46 6 8	110 10 0	149 18 1	132 7 10	2 8 0	222 15 3	1,941 12 9	378 12 4	160 11 10
125 16 1	267 12 11	39 13 5	49 19 0	3 14 10	7 11 3	- - -	24 0 9	1,098 11 5	264 13 0	75 9 8
36 2 6	14 2 9	2 13 2	15 14 3	30 11 6	17 7 3	- - -	10 9 10	279 17 10	133 19 1	1 13 5
218 2 5	267 14 4	80 8 1	35 4 3	- - -	- - -	- - -	49 0 11	1,398 3 0	338 6 9	73 4 11
152 7 1	257 19 1	100 0 2	151 3 10	66 16 8	24 13 7	- - -	92 4 3	1,631 5 11	476 14 5	81 13 6
67 14 7	142 19 0	42 19 9	25 10 0	- - -	- - -	8 0 0	9 0 10	944 11 2	85 2 11	25 0 4
27 7 0	241 13 4	14 16 10	50 10 0	- - -	- - -	- - -	15 0 8	636 17 8	123 10 11	4 4 5
853 7 11	1,520 3 9	326 18 1	438 11 4	251 1 1	181 19 11	10 8 0	422 12 6	7,930 19 9	1,800 19 5	421 18 1

COUNTY OF DERBY.

60 16 4	232 3 6	38 16 1	137 18 0	481 5 2	8 7 2	33 13 4	56 6 2	1,596 15 6	240 9 1	32 1 10
151 13 0	137 9 4	42 5 1	- - -	8 15 0	4 9 0	- - -	31 11 10	581 3 7	55 15 9	15 0 4
78 8 8	227 15 9	83 11 8	34 18 0	34 7 11	- - -	103 9 0	103 19 2	995 5 9	211 14 9	19 17 10
175 6 7	100 12 1	35 14 2	53 17 6	86 13 0	49 4 3	39 6 3	56 13 3	1,166 2 6	193 16 3	18 11 8
168 11 11	121 14 7	48 14 4	60 17 0	17 6 3	- - -	80 11 0	81 2 0	909 11 6	109 17 8	13 3 1
442 8 6	236 7 10	155 9 10	49 11 8	- - -	- - -	- - -	123 11 0	2,242 7 9	217 19 0	123 16 11
718 8 0	541 4 4	107 6 4	107 10 0	208 2 8	- - -	66 5 0	68 15 0	3,151 14 11	958 13 5	28 3 4
256 6 5	409 16 1	185 19 1	79 6 10	93 15 8	- - -	- - -	145 5 1	1,917 16 0	463 17 11	102 11 6
459 13 4	297 3 3	92 10 11	183 3 3	78 13 10	3 0 5	73 13 10	74 6 11	2,121 17 9	354 10 2	15 11 7
143 9 10	234 1 10	26 14 9	- - -	- - -	- - -	- - -	50 11 9	1,047 8 2	313 0 9	1 8 10
186 0 8	160 1 7	75 7 0	19 0 0	43 8 0	- - -	- - -	23 17 6	802 3 5	214 11 9	38 5 4
171 11 5	158 8 1	245 15 2	86 0 0	155 1 10	- - -	- - -	41 18 5	1,307 9 8	226 19 5	30 19 1
140 6 11	110 14 9	15 19 10	21 11 6	52 17 8	4 15 9	223 4 0	36 0 3	941 5 3	84 19 3	9 0 8
258 8 11	336 14 0	84 2 1	105 0 0	- - -	- - -	- - -	29 16 2	1,444 13 3	16 8 10	—
3,411 10 6	3,304 7 0	1,238 6 4	938 13 9	1,260 7 0	69 16 7	620 2 5	923 14 6	20,225 15 0	3,662 14 0	448 12 0

COUNTY OF DEVON.

32 14 0	- - -	26 0 4	5 0 0	- - -	- - -	- - -	2 14 0	110 1 7	- - -	4 0 3
117 8 6	79 7 11	4 10 11	- - -	- - -	- - -	- - -	6 11 10	330 9 3	127 16 4	—
149 16 11	550 11 9	490 12 5	84 19 7	- - -	- - -	75 17 3	136 11 7	3,211 18 11	158 17 2	38 0 5
299 19 5	629 19 8	521 3 8	89 19 7	- - -	- - -	75 17 3	145 17 5	3,652 9 9	286 13 6	42 0 8

COUNTY OF DORSET.

52 19 8	383 11 10	190 17 0	7 9 6	- - -	- - -	- - -	60 3 7	1,136 2 8	94 6 10	10 11 0
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COUNTY OF DURHAM.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1866.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Chester Ward, East; } Gateshead District }	2	207 14 3 - - -	751 5 7	191 2 1	- - -	- - -	2 10 6	944 18 2	335 19 7	

COUNTY OF ESSEX.

Beacontree - - - 10	404 7 6	239 8 0	5,902 5 3	117 12 4	57 14 0	32 0 0	66 7 7	6,175 19 2	1,589 18 3
Brentwood - - - 31	349 9 0	259 15 0	2,874 15 5	- - -	- - -	30 1 10	23 3 0	2,928 0 3	653 9 9
Chelmsford - - - 30	245 7 6	103 11 8	2,640 3 3	- - -	- - -	36 16 6	65 12 6	2,742 12 3	510 9 1
Dengie - - - 23	266 10 5	19 11 2	1,250 7 7	418 1 11	- - -	- - -	14 16 0	1,683 5 6	263 17 4
Epping - - - 24	440 2 0	117 9 5	3,062 6 0	448 1 4	- - -	- - -	114 19 4	3,625 6 8	663 9 9
Freshwell - - - 8	61 7 8	149 13 10	1,070 13 1	- - -	- - -	- - -	0 9 0	1,071 2 1	241 7 8
Havering-atte-Bower - 6	180 6 5	- - -	439 19 3	104 16 6	- - -	6 0 0	14 9 6	565 5 3	296 6 9
Hinckford, North - 25	216 5 4	126 0 11	1,533 4 4	14 14 7	- - -	35 10 0	14 1 1	1,597 10 0	369 3 1
Hinckford, South:									
Braintree Portion - 10	87 16 4	15 5 3	765 8 5	- - -	- - -	25 0 11	18 5 11	808 15 3	159 16 1
Halstead Portion - 13	12 4 10	69 15 4	720 3 10	- - -	- - -	19 10 0	29 16 11	769 10 9	185 19 3
Ongar - - - 25	270 0 9	45 10 11	1,125 16 0	- - -	- - -	- - -	41 2 6	1,166 18 6	361 4 11
Orsett - - - 18	120 17 9	370 18 0	1,395 7 10	201 1 6	- - -	- - -	16 17 2	1,613 6 6	477 3 7
Tendring - - - 29	304 4 2	36 1 9	1,738 9 3	229 8 4	- - -	6 4 6	37 12 6	2,011 14 7	352 3 9
Walden - - - 33	370 17 6	294 18 1	2,228 12 3	112 8 8	- - -	0 17 9	33 2 0	2,375 0 8	903 6 1
Winstree and Lexden - 34	203 16 4	50 12 3	1,261 0 10	430 6 0	- - -	22 16 1	14 3 11	1,728 6 10	361 10 0
Witham - - - 29	375 13 3	56 3 7	1,493 2 3	- - -	- - -	31 0 0	19 2 8	1,543 4 11	560 17 3
Boroughs - - - 12	107 19 3	86 6 7	896 7 10	113 10 6	3 18 0	5 7 7	10 2 11	1,029 6 10	147 3 10
360	4,017 6 0	2,041 1 9	30,398 2 8	2,190 1 8	61 12 0	251 5 2	534 4 6	33,435 6 0	8,097 6 5

COUNTY OF GLOUCESTER.

Berkeley - - - 8	56 9 1	21 0 9	447 14 0	- - -	- - -	- - -	2 15 1	450 9 1	92 3 2
Lawford's Gate - - - 3	1 0 11	40 5 4	1,288 13 0	- - -	- - -	- - -	- - -	1,288 13 0	499 11 2
Newnham - - - 10	83 1 6	18 9 6	165 13 4	6 2 7	- - -	- - -	- - -	171 15 11	116 7 7
Stroud - - - 1	10 5 0	- - -	48 4 8	- - -	- - -	- - -	- - -	48 4 8	32 4 11
Tewkesbury - - - 16	228 2 11	85 4 3	1,056 17 2	- - -	- - -	- - -	12 19 2	1,069 16 4	312 5 2
38	378 19 5	164 19 10	3,007 2 2	6 2 7	- - -	- - -	15 14 3	3,028 19 0	1,052 12 0

COUNTY OF HANTS.

Isle of Wight - - - 29	- - -	- - -	4,564 9 2	- - -	- - -	- - -	623 6 6	5,187 15 8	1,633 8 10
Boroughs, &c. - 5	411 12 3	8 2 7	1,776 6 11	- - -	- - -	- - -	99 9 6	1,875 16 5	342 2 9
34	411 12 3	8 2 7	6,340 16 1	- - -	- - -	- - -	722 16 0	7,063 12 1	1,975 11 7

COUNTY OF HEREFORD.

Dore - - - 1	0 8 7	- - -	6 6 10	2 13 6	- - -	- - -	- - -	9 0 4	6 15 3
Kington - - - 19	108 15 11	44 3 11	1,116 18 8	8 8 5	- - -	- - -	25 0 0	1,150 7 1	385 2 0
20	109 4 6	44 3 11	1,123 5 6	11 1 11	- - -	- - -	25 0 0	1,159 7 5	391 17 3

COUNTY OF DURHAM.

EXPENDITURE.									BALANCES, 25th March 1867.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
105 10 2	237 13 9	55 18 6	88 6 6	191 2 1	- - -	40 0 0	3 9 10	1,058 0 5	94 12 -0	-

COUNTY OF ESSEX.

1,015 18 9	1,223 13 10	686 4 4	289 7 11	117 12 4	57 14 0	- - -	803 12 7	5,784 2 0	699 4 9	142 8 1
915 13 4	1,018 8 8	213 5 3	154 0 0	- - -	- - -	- - -	37 16 10	2,992 13 10	316 7 2	291 6 9
988 3 4	857 4 7	184 4 3	56 10 0	- - -	- - -	- - -	33 5 10	2,629 17 1	350 3 6	95 12 6
431 16 10	572 19 6	148 4 6	41 10 0	418 1 11	- - -	- - -	40 1 6	1,916 11 7	112 2 11	98 9 9
542 15 6	929 7 2	512 19 10	180 9 8	448 1 4	- - -	- - -	171 19 11	3,399 3 2	690 10 1	141 14 0
280 14 3	299 14 5	107 11 4	25 0 0	- - -	- - -	- - -	10 6 0	964 13 8	39 3 1	21 0 10
106 4 3	92 16 4	53 8 11	- - -	104 16 6	- - -	- - -	19 10 4	673 3 1	83 4 1	10 15 6
400 8 11	468 7 10	123 16 4	10 0 0	14 14 7	- - -	- - -	20 19 4	1,407 10 1	358 1 3	77 16 11
165 0 7	263 17 7	103 13 1	43 0 0	- - -	- - -	- - -	- - -	735 7 4	161 2 2	15 3 2
19 10 3	167 8 8	50 17 10	14 16 6	- - -	- - -	- - -	99 13 3	538 5 9	215 17 10	42 3 4
345 10 3	298 16 3	109 17 11	22 0 0	- - -	- - -	- - -	31 3 11	1,168 13 3	285 16 0	63 0 11
200 10 10	349 12 3	91 14 8	19 0 0	201 1 6	- - -	- - -	13 17 10	1,353 0 8	134 8 0	124 2 5
502 3 5	670 8 7	256 1 6	18 0 6	229 8 4	- - -	- - -	26 19 1	2,055 5 2	283 1 5	58 9 7
564 12 6	548 13 4	242 5 3	77 10 3	112 8 8	- - -	- - -	70 5 0	2,519 1 1	258 3 11	326 4 11
111 14 2	407 5 3	278 7 11	65 0 0	430 6 0	- - -	- - -	61 2 0	1,715 5 4	219 9 2	53 3 7
523 13 6	349 18 3	347 15 6	38 0 0	- - -	- - -	- - -	49 11 2	1,869 15 8	195 4 4	202 5 5
228 19 11	276 13 9	207 14 6	38 1 0	113 10 6	3 18 0	- - -	35 12 8	1,051 14 2	88 2 5	88 17 1
7,343 10 7	8,795 6 3	3,718 2 11	1,042 5 10	2,190 1 8	61 12 0	- - -	1,525 17 3	32,774 2 11	4,490 2 1	1,352 14 9

COUNTY OF GLOUCESTER.

141 1 4	157 13 4	13 9 3	1 0 0	- - -	- - -	- - -	18 11 0	423 18 1	79 7 9	17 8 5
273 1 11	159 12 10	151 11 3	127 0 0	- - -	- - -	- - -	37 0 10	1,247 18 0	1 10 7	-
53 0 9	44 10 0	10 18 10	- - -	6 2 7	- - -	- - -	7 12 10	238 12 7	58 7 5	60 12 1
4 12 0	3 15 6	0 3 0	- - -	- - -	- - -	1 10 0	0 14 0	42 19 5	15 10 3	-
256 2 10	421 18 9	45 5 10	40 10 0	- - -	- - -	- - -	13 14 4	1,089 16 11	181 12 11	58 14 10
727 18 10	787 10 5	221 8 2	168 10 0	6 2 7	- - -	1 10 0	77 13 0	3,043 5 0	336 8 11	136 15 4

COUNTY OF HANTS.

3,399 2 10	- - -	5 4 0	150 0 0	- - -	- - -	- - -	- - -	5,187 15 8	-	-
218 1 10	442 0 2	264 19 8	126 9 3	- - -	- - -	- - -	313 14 11	1,707 8 7	579 12 6	7 15 0
3,617 4 8	442 0 2	270 3 8	276 9 3	- - -	- - -	- - -	313 14 11	6,895 4 3	579 12 6	7 15 0

COUNTY OF HEREFORD.

- - -	- - -	- - -	0 10 0	2 13 6	- - -	- - -	- - -	9 18 9	- - -	0 9 10
294 12 4	297 19 8	18 3 7	55 10 0	8 8 5	- - -	48 12 0	27 1 10	1,135 9 10	137 8 7	57 19 4
294 12 4	297 19 8	18 3 7	56 0 0	11 1 11	- - -	48 12 0	27 1 10	1,145 8 7	137 8 7	58 9 2

COUNTY OF HERTFORD.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1866.		RECEIPTS.								
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Alban's, St. - 13	132 4 4	88 14 8	877 15 0	- - -	- - -	- - -	116 10 3	994 5 3	385 9 4		
Albury - 7	177 5 7	2 11 7	353 18 3	9 0 0	- - -	- - -	- - -	362 18 3	227 3 1		
Bishop Stortford - 3	27 12 0	137 5 0	1,657 7 7	- - -	- - -	- - -	12 10 0	1,669 17 7	325 14 7		
Buntingford - 14	182 17 9	36 1 11	548 17 10	- - -	- - -	- - -	2 0 0	550 17 10	183 13 5		
Cheshunt - 4	37 18 4	83 3 9	344 6 7	- - -	- - -	10 0 0	6 0 0	360 6 7	86 1 9		
Chipping Barnet - 5	44 2 5	16 9 0	579 5 6	115 1 0	- - -	- - -	134 19 0	829 5 6	202 15 6		
Dacorum - 21	599 18 0	50 13 10	2,906 4 8	34 16 2	4 7 11	- - -	282 13 2	3,228 1 11	1,100 6 9		
Hertford - - 10	144 15 11	66 10 5	1,285 3 2	- - -	- - -	- - -	59 2 7	1,344 5 9	654 0 5		
Hitchin - - 11	231 1 2	13 0 2	1,128 16 6	- - -	- - -	- - -	25 9 0	1,154 5 6	548 8 8		
Odsey - - 14	264 5 8	32 11 1	1,671 18 1	- - -	- - -	- - -	17 15 0	1,689 13 1	507 11 2		
Stevenage - - 18	454 11 6	105 15 10	1,084 11 5	11 6 11	- - -	- - -	0 6 0	1,096 4 4	570 0 8		
Ware - - 10	129 2 8	7 3 11	895 12 5	16 7 3	0 7 6	- - -	7 0 8	919 7 10	412 0 4		
Watford - - 7	88 9 9	32 17 5	1,055 6 10	- - -	- - -	- - -	74 19 4	1,130 6 2	468 4 10		
Welwyn - - 4	29 0 8	- - -	235 8 8	1 14 0	- - -	- - -	7 5 0	244 7 8	92 4 10		
Boroughs - - 8	38 2 8	33 6 1	1,184 19 9	11 19 2	- - -	- - -	45 16 6	1,242 15 5	432 19 9		
149	2,581 8 5	706 4 8	15,809 12 3	200 4 6	4 15 5	10 0 0	792 6 6	16,816 18 8	6,196 15 1		

COUNTY OF HUNTINGDON.

Borough of Huntingdon 4	12 16 8	43 12 2	166 6 3	- - -	- - -	- - -	0 15 6	167 1 9	33 7 10
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COUNTY OF KENT.

Boroughs, &c. - 8	177 7 2	59 4 9	1,948 13 6	28 5 1	- - -	- - -	18 15 0	1,995 13 7	367 7 11
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COUNTY OF LANCASTER.

Ashton-under-Lyne - 15	34 16 10	41 10 10	530 15 6	- - -	- - -	- - -	101 4 2	631 19 8	179 13 4
Bacup and Rawtenstall 8	12 17 2	- - -	67 3 2	- - -	- - -	- - -	- - -	67 3 2	30 14 9
Blackburn, Lower - 28	387 3 0	100 9 7	2,610 5 3	122 1 2	91 9 6	83 6 8	48 2 0	2,955 4 7	938 4 11
Blackburn, Upper - 34	544 18 3	63 7 11	2,032 17 9	19 12 9	29 14 0	15 0 0	163 0 5	2,260 4 11	1,001 5 11
Bolton - 27	697 10 6	155 8 2	4,011 3 9	- - -	- - -	298 7 6	147 4 3	4,456 15 6	1,749 1 2
Bury - 16	391 11 9	70 8 1	2,275 2 2	2 10 0	4 7 7	73 0 0	705 3 9	3,060 3 6	968 1 6
Childwall - 1	13 1 4	- - -	85 8 3	- - -	- - -	- - -	- - -	85 8 3	31 10 0
Hawkshead - 12	92 4 0	1 5 10	444 15 5	25 11 10	4 4 5	- - -	60 18 2	535 9 10	356 0 6
Kirkham - 29	172 10 2	20 4 10	1,225 13 2	215 5 2	36 7 9	- - -	21 12 8	1,498 18 9	431 11 9
Lonsdale, North - 39	560 17 5	10 17 1	3,123 11 11	82 16 7	10 8 5	- - -	53 9 10	3,270 6 9	2,141 12 0
Lonsdale, South - 30	304 9 8	15 4 0	1,824 18 7	49 12 3	41 9 7	- - -	106 19 11	2,023 0 4	992 7 9
„ Hornby, Sub-Div. 18	68 17 10	2 17 4	347 17 3	15 14 0	7 9 6	- - -	39 13 9	410 14 6	228 1 8
Manchester - 31	1,413 4 1	65 2 1	3,676 18 11	109 5 7	17 0 5	525 1 4	393 12 5	4,721 18 8	2,431 14 10
Middleton - 29	608 15 2	41 13 5	2,611 3 0	7 7 0	0 18 1	63 7 6	156 18 11	2,839 14 6	1,161 18 3
Oldham - 2	155 17 0	- - -	1,435 15 11	- - -	- - -	- - -	10 11 2	1,446 7 1	544 0 10
Over Darwen - 4	75 9 11	8 7 3	628 17 10	- - -	- - -	- - -	78 15 0	707 12 10	516 18 10
Prescot - 3	223 16 0	- - -	1,798 4 2	- - -	- - -	- - -	40 14 6	1,838 18 8	532 14 0
Preston - 23	173 4 2	16 5 3	1,117 8 1	104 6 7	76 15 5	31 2 0	1 9 7	1,331 1 8	308 3 2
Warrington - 6	72 15 0	8 18 7	1,227 19 4	77 5 3	4 1 1	36 3 9	22 15 4	1,368 4 9	512 16 5
Boroughs, &c. - 2	45 12 8	90 13 5	2,759 3 5	- - -	- - -	- - -	18 9 7	2,777 13 0	433 5 5
357	6,049 11 11	712 13 8	33,835 2 10	831 8 2	324 5 9	1,125 8 9	2,170 15 5	38,287 0 11	15,489 17 0

COUNTY OF HERTFORD.

EXPENDITURE.									BALANCES, 25th March 1867.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
150 6 2	215 12 5	77 5 9	28 0 11	- - -	- - -	- - -	44 2 4	900 16 11	236 7 7	99 9 7
80 4 11	52 5 10	40 0 0	15 0 0	9 0 0	- - -	- - -	3 9 10	427 3 8	112 6 10	1 18 3
290 15 0	276 6 2	295 13 0	95 0 0	- - -	- - -	- - -	155 9 9	1,438 18 6	121 6 1	—
28 7 0	263 4 3	85 17 9	5 9 0	- - -	- - -	- - -	7 10 2	574 1 7	136 13 3	13 1 2
49 9 8	48 15 11	78 0 3	14 10 4	- - -	- - -	- - -	11 10 7	288 8 6	35 12 5	8 19 9
230 5 4	289 1 4	44 14 8	38 0 0	115 1 0	- - -	- - -	4 4 0	924 1 10	157 8 9	224 11 8
372 5 11	1,063 16 8	421 15 10	77 17 0	34 16 2	4 7 11	- - -	103 18 0	3,179 4 3	775 7 5	177 5 7
108 16 1	116 2 9	484 3 3	38 0 0	- - -	- - -	- - -	113 11 4	1,514 13 10	95 4 11	187 7 6
148 8 9	340 3 5	227 0 11	75 10 0	- - -	- - -	- - -	5 2 10	1,344 14 7	113 8 11	85 17 0
345 0 11	661 16 8	116 18 0	29 10 0	- - -	- - -	4 10 6	33 7 5	1,698 14 8	255 10 0	32 17 0
261 11 2	399 10 5	104 2 6	84 0 0	11 6 11	- - -	13 13 6	15 3 8	1,459 8 10	261 17 11	276 6 9
124 6 1	109 14 4	140 18 7	30 0 0	16 7 3	0 7 6	- - -	13 14 3	847 8 4	203 9 3	9 11 0
264 7 6	385 0 8	117 19 5	- - -	- - -	- - -	- - -	41 6 4	1,276 18 9	39 1 7	130 1 10
35 8 9	37 7 6	15 15 2	5 0 0	1 14 0	- - -	- - -	45 19 7	233 9 10	39 18 6	—
131 15 6	316 4 5	235 0 3	49 17 0	11 19 2	- - -	- - -	99 16 6	1,277 12 7	39 19 1	69 19 8
2,621 8 9	4,575 2 9	2,485 5 4	585 14 3	200 4 6	4 15 5	18 4 0	698 6 7	17,385 16 8	2,623 12 6	1,317 6 9

COUNTY OF HUNTINGDON.

32 11 0	49 6 8	8 6 3	3 0 0	- - -	- - -	- - -	5 10 1	132 1 10	33 2 6	28 18 1
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COUNTY OF KENT.

334 16 1	509 13 9	528 2 3	50 6 6	28 5 1	- - -	10 15 0	325 16 5	2,155 3 0	136 14 0	178 1 0
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COUNTY OF LANCASTER.

46 3 1	33 9 6	12 12 2	36 16 8	- - -	- - -	176 8 0	18 5 11	503 8 8	122 5 0	0 8 0
- - -	4 12 11	- - -	7 6 10	- - -	- - -	30 0 0	2 12 10	75 7 4	8 13 8	4 0 8
448 14 2	676 10 7	77 7 5	238 17 0	122 1 2	91 9 6	413 5 0	62 2 1	3,068 11 10	332 13 9	159 7 7
373 9 10	600 19 11	94 14 3	124 19 3	19 12 9	29 14 0	- - -	38 19 4	2,283 15 3	582 17 9	124 17 9
590 11 0	921 14 8	170 6 11	409 8 0	- - -	- - -	396 3 1	79 18 9	4,317 3 7	829 9 11	147 15 8
287 7 3	675 19 2	127 15 0	143 0 0	2 10 0	4 7 7	- - -	964 4 4	3,173 4 10	299 4 10	91 2 6
5 13 0	4 17 5	3 8 5	10 0 0	- - -	- - -	- - -	8 6 2	63 15 0	34 14 7	—
54 4 11	13 5 10	4 13 1	17 5 0	25 11 10	4 4 5	- - -	14 17 2	490 2 9	136 10 3	0 5 0
349 3 10	140 0 2	59 18 8	88 6 0	215 5 2	36 7 9	- - -	46 17 5	1,367 10 9	283 13 4	—
397 12 1	412 6 3	129 5 2	86 14 0	82 16 7	10 8 5	- - -	123 2 7	3,383 17 1	520 1 3	83 11 3
388 18 0	280 1 7	53 3 8	107 7 8	49 12 3	41 9 7	- - -	117 13 6	2,030 14 0	337 6 7	55 14 7
55 8 8	5 17 9	19 17 8	23 0 0	15 14 0	7 9 6	- - -	9 7 2	364 16 5	112 18 11	1 0 4
639 1 7	994 11 10	596 18 10	242 16 8	109 5 7	17 0 5	- - -	69 7 10	5,100 17 7	1,008 13 3	39 10 2
235 7 2	1,265 13 3	99 19 11	79 0 0	7 7 0	0 18 1	- - -	86 10 4	2,936 14 0	529 17 5	59 15 2
165 16 5	450 3 10	54 7 1	72 0 0	- - -	- - -	- - -	39 2 4	1,325 10 6	276 13 7	—
128 19 9	108 19 2	47 14 8	50 0 0	- - -	- - -	- - -	3 7 3	855 19 8	2 16 7	84 0 9
462 8 5	413 14 11	69 0 0	60 0 0	- - -	- - -	- - -	317 1 10	1,854 19 2	207 15 6	—
202 18 11	365 19 6	88 16 9	91 13 6	104 6 7	76 15 5	11 0 0	35 17 0	1,285 10 10	211 19 11	9 10 2
180 15 2	292 9 7	19 16 0	84 0 0	77 5 3	4 1 1	- - -	16 9 10	1,187 13 4	244 7 10	—
194 2 0	1,406 3 10	5 0 8	330 0 0	- - -	- - -	- - -	113 6 8	2,481 18 7	250 13 8	—
5,206 15 3	9,067 11 8	1,734 16 4	2,302 10 7	331 8 2	324 5 9	1,026 16 1	2,167 10 4	38,151 11 2	6,333 7 7	860 19 7

COUNTY OF LINCOLN.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1866.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
PARTS OF HOLLAND.										
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Elloe - - - 15	270 11 10	24 15 0	9,867 1 6	- - -	- - -	17 10 10	54 6 8	9,938 19 0	2,125 2 0	
Kirton and Skirbeck - 23	350 17 9	291 12 5	11,680 0 0	- - -	- - -	- - -	266 14 10	11,946 14 10	2,982 11 1	
PARTS OF KESTEVEN.										
Aveland - - - 20	329 2 1	17 13 3	3,361 11 0	- - -	- - -	- - -	99 5 8	3,460 16 8	1,814 2 6	
Beltisloe - - - 20	256 5 10	- - -	1,178 3 2	- - -	- - -	- - -	2 16 3	1,180 19 5	912 18 1	
Lincoln - - - 35	451 0 10	99 17 3	4,561 3 11	79 3 3	14 1 6	- - -	165 12 6	4,820 1 2	2,704 3 5	
Loveden - - - 34	680 3 5	166 13 11	4,982 14 11	83 8 5	- - -	- - -	151 12 6	5,217 15 10	2,090 18 11	
Ness - - - 15	107 2 6	43 11 1	1,899 18 9	- - -	- - -	- - -	13 7 3	1,913 6 0	798 8 9	
Sleaford - - - 59	893 12 2	315 19 3	8,153 3 4	- - -	- - -	- - -	138 7 2	8,291 10 6	3,859 15 2	
Winnibriggs and Threoo 22	288 0 6	18 7 7	2,026 9 6	50 12 10	- - -	- - -	62 13 8	2,139 16 0	1,017 14 8	
PARTS OF LINDSEY.										
Bradley-Haverstoe - 36	438 5 7	146 3 9	3,321 4 5	547 2 4	7 1 6	- - -	70 1 9	3,945 10 0	1,194 15 5	
Calceworth - - - 36	547 9 11	186 2 8	4,852 8 11	- - -	- - -	53 8 8	60 0 4	4,965 17 11	1,276 0 3	
Gainsborough - - - 26	446 5 10	21 12 9	3,767 11 10	- - -	- - -	- - -	71 2 7	3,838 14 5	1,705 1 1	
Horncastle - - - 63	614 15 5	119 11 1	4,688 11 4	- - -	- - -	- - -	209 16 7	4,898 7 11	2,012 16 6	
Lincoln - - - 56	735 13 3	50 16 2	6,225 3 6	354 9 11	84 11 9	- - -	95 8 3	6,759 13 5	3,228 5 1	
Louth - - - 52	212 13 5	340 1 1	4,840 2 3	481 4 8	11 17 10	3 7 0	31 1 0	5,367 12 9	1,113 17 3	
Spilsby - - - 58	565 12 1	269 11 8	7,455 2 3	116 16 0	- - -	- - -	53 16 2	7,625 14 5	1,775 17 0	
Walshcroft - - - 24	362 1 5	179 15 3	3,502 11 3	509 15 6	1 5 0	- - -	98 2 3	4,111 14 0	1,254 2 0	
Winterton - - - 27	485 15 0	87 8 7	3,497 17 11	43 2 0	25 0 0	- - -	84 16 6	3,650 16 5	1,992 13 4	
Wraggoe - - - 33	264 13 3	106 11 8	1,902 10 3	436 11 8	3 11 0	- - -	21 19 10	2,364 12 9	663 3 1	
Yarborough, Northern - 11	484 6 4	23 17 11	2,854 4 4	107 10 0	- - -	- - -	61 0 5	3,022 14 9	1,148 16 1	
Yarborough, Southern - 25	441 7 9	39 18 8	3,599 11 1	118 18 0	- - -	- - -	178 7 11	3,896 17 0	1,261 14 7	
Borough of Stamford - 3	35 9 9	5 15 7	146 19 4	- - -	- - -	- - -	2 8 0	149 7 4	52 2 9	
693	9,261 5 11	2,555 16 7	98,364 4 9	2,928 14 7	147 8 7	74 6 6	1,992 18 1	103,507 12 6	36,984 19 0	

COUNTY OF MIDDLESEX.

Brentford - - - 9	414 8 6	31 0 4	4,796 3 11	131 12 1	- - -	- - -	139 17 7	5,067 13 7	1,352 1 9
South Mims - - - 4	21 17 7	- - -	222 1 7	32 3 0	- - -	- - -	19 5 0	273 9 7	95 18 7
Spelthorne - - - 12	605 1 4	212 18 4	2,437 3 5	377 11 1	4 17 0	- - -	543 7 5	3,362 18 11	835 17 1
Uxbridge - - - 11	506 12 7	- - -	1,433 4 9	- - -	- - -	- - -	239 7 8	1,672 12 5	446 10 5
London, City; Re- gent's Park, &c. - } 5	487 13 5	- - -	62,671 14 4	- - -	- - -	- - -	987 4 10	63,658 19 2	31,172 7 11
41	2,035 13 5	243 18 8	71,560 8 0	541 6 2	4 17 0	- - -	1,929 2 6	74,035 13 8	33,902 15 9

COUNTY OF LINCOLN.

EXPENDITURE.									BALANCES, 25th March 1867.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2,371 2 1	5,054 15 9	355 0 7	198 6 0	- - -	- - -	- - -	85 0 5	10,189 6 10	323 1 0	327 12 0
1,759 13 11	5,680 3 7	331 10 0	470 10 1	- - -	- - -	312 1 3	425 19 7	11,962 9 6	542 1 3	498 10 7
497 5 8	584 15 9	390 7 8	53 7 6	- - -	- - -	91 10 7	162 4 7	3,593 14 3	236 18 2	58 6 11
186 0 4	32 10 6	89 11 5	23 10 0	- - -	- - -	78 1 0	49 18 8	1,372 10 0	157 15 4	93 0 1
881 19 3	542 14 2	206 9 1	86 15 0	79 3 3	14 1 6	- - -	228 6 4	4,743 12 0	604 1 0	176 8 3
850 2 5	1,413 16 0	461 15 2	99 12 0	83 8 5	- - -	- - -	110 1 4	5,109 14 3	717 11 9	96 0 8
404 5 11	403 2 5	51 18 10	50 10 0	- - -	- - -	41 18 1	53 10 3	1,803 14 3	194 15 11	21 12 9
1,541 13 3	1,677 9 4	415 18 7	107 17 0	- - -	- - -	244 15 6	421 17 4	8,269 6 2	883 10 3	283 13 0
290 7 6	395 13 3	218 12 11	58 0 0	50 12 10	- - -	- - -	59 15 4	2,090 16 6	325 8 0	6 15 7
477 2 4	1,724 14 8	228 15 1	6 2 0	547 2 4	7 1 6	- - -	158 7 4	4,344 0 8	262 10 6	368 19 4
1,002 7 5	2,146 6 7	244 6 5	188 7 3	- - -	- - -	51 19 6	112 1 10	5,021 9 3	486 13 4	180 17 5
917 10 8	1,056 15 4	171 7 0	117 15 0	- - -	- - -	- - -	50 8 6	4,018 17 7	274 0 1	29 10 2
969 19 6	1,555 17 2	270 16 6	53 18 0	- - -	- - -	- - -	169 15 8	5,033 3 4	490 14 11	130 6 0
1,020 6 10	1,296 19 6	260 3 7	138 15 0	354 9 11	84 11 9	155 0 0	147 10 3	6,686 1 11	872 0 10	113 12 3
1,153 15 8	1,900 5 8	155 17 5	65 16 3	481 4 8	11 17 10	3 7 0	211 13 10	5,097 15 7	271 14 10	129 5 4
1,307 6 3	3,652 14 6	315 16 4	172 0 7	116 16 0	- - -	197 0 6	224 6 6	7,761 17 8	447 16 3	287 19 1
734 2 11	1,407 9 11	159 4 10	73 5 0	509 15 6	1 5 0	- - -	33 8 6	4,172 13 8	332 17 2	211 10 8
669 2 2	564 4 10	123 12 10	103 3 0	43 2 0	25 0 0	- - -	69 1 3	3,589 19 5	525 5 3	66 1 10
305 8 9	678 16 8	89 1 3	20 3 0	436 11 8	3 11 0	- - -	83 19 1	2,280 14 6	299 8 9	57 8 11
497 11 9	1,059 12 4	171 5 10	102 0 0	107 10 0	- - -	- - -	51 18 8	3,138 14 8	382 15 5	38 6 11
769 9 2	1,599 2 0	124 9 2	51 0 0	118 18 0	- - -	- - -	164 10 3	4,089 3 2	325 16 4	116 13 5
7 1 6	42 17 2	10 0 9	5 0 0	- - -	- - -	- - -	7 11 6	124 13 8	54 7 10	- - -
18,613 15 3	34,470 17 1	4,846 1 3	2,245 12 8	2,928 14 7	147 8 7	1,175 13 5	3,081 7 0	104,494 8 10	9,011 4 2	3,292 11 2

COUNTY OF MIDDLESEX.

765 11 10	1,841 7 11	853 3 2	360 17 8	131 12 1	- - -	- - -	150 15 8	5,455 10 1	164 17 11	169 6 3
50 11 2	114 11 11	30 15 3	16 0 0	32 3 0	- - -	- - -	15 11 0	355 10 11	9 6 6	69 10 3
461 17 6	786 8 2	419 7 9	125 0 6	377 11 1	4 17 0	- - -	129 12 2	3,140 11 3	862 0 6	247 9 10
533 13 3	477 1 9	438 16 11	83 0 0	- - -	- - -	- - -	126 19 10	2,106 2 2	135 3 6	62 0 8
17,324 1 0	5,392 15 8	3,904 17 11	2,234 17 4	- - -	- - -	- - -	2,814 15 3	62,843 15 1	1,302 17 6	- - -
19,135 14 9	8,612 5 5	5,647 1 0	2,819 15 6	541 6 2	4 17 0	- - -	3,237 13 11	73,901 9 6	2,474 5 11	548 7 0

COUNTY OF NORFOLK.

NAMES OF DIVISIONS, &c.		BALANCES, 25th March 1866.		RECEIPTS.							Manual Labour.
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Blofield and Walsham	31	222 18 1	79 3 11	1,027 6 5	- - -	- - -	- - -	7 14 3	1,035 0 8	375 10 7	
Clackclose	- 33	423 13 0	76 6 11	2,461 3 7	149 18 7	- - -	- - -	114 16 1	2,725 18 3	677 18 11	
Depwade	- 21	162 12 7	26 13 0	672 5 1	- - -	- - -	- - -	36 11 11	708 17 0	288 8 11	
Diss	- 15	135 15 7	20 17 7	471 0 0	- - -	- - -	- - -	17 0 9	488 0 9	162 17 8	
Earsham	- 15	159 15 7	88 17 3	831 15 3	1 15 0	- - -	- - -	20 10 3	854 0 6	324 17 0	
Erpingham, North	- 34	67 13 2	96 14 10	959 3 1	5 7 6	- - -	- - -	9 6 10	973 17 5	467 0 6	
Erpingham, South	- 36	140 14 4	129 15 8	1,137 3 0	- - -	- - -	- - -	34 15 2	1,171 18 2	534 4 5	
Eynsford	- 31	133 6 0	75 0 3	930 1 10	- - -	- - -	- - -	15 3 9	945 5 7	425 4 8	
Flegg	- 22	84 15 5	37 8 11	672 12 3	- - -	- - -	- - -	3 2 0	675 14 3	288 1 6	
Forehoe	- 24	117 7 3	43 1 8	793 11 1	2 19 0	5 14 0	- - -	15 15 6	817 19 7	356 7 8	
Freebridge Lynn	- 32	277 11 7	89 4 5	866 3 3	79 14 6	- - -	- - -	14 19 10	960 17 7	439 10 11	
Freebridge Marshland	14	333 1 11	48 18 6	2,181 8 8	- - -	- - -	- - -	12 7 8	2,193 16 4	696 7 3	
Gallow	- 26	83 8 0	61 6 3	601 4 8	1 7 6	8 8 6	- - -	17 1 0	628 1 8	228 7 0	
Greenhoe, North	- 18	67 5 2	53 17 8	371 8 8	13 15 0	- - -	- - -	13 7 0	398 10 8	195 15 4	
Greenhoe, South	- 23	88 6 3	62 1 3	682 17 3	32 12 6	28 0 5	- - -	24 18 0	768 8 2	340 5 7	
Grimshoe	- 16	236 16 0	67 14 5	709 14 7	100 19 6	- - -	3 8 8	32 4 2	846 6 11	374 2 9	
Guiltecross & Shropham	32	214 12 4	23 6 5	915 13 3	4 6 0	31 9 5	- - -	45 2 4	996 11 0	314 14 4	
Happing	- 16	93 1 2	79 10 1	620 0 1	- - -	- - -	- - -	5 2 0	625 2 1	220 6 1	
Holt	- 26	143 0 4	68 14 10	711 2 0	1 0 0	0 13 3	- - -	14 10 3	727 5 6	404 12 2	
Launditch	- 35	183 13 8	53 17 5	784 7 8	6 8 0	2 0 0	- - -	26 1 3	818 16 11	354 8 10	
Lodden and Clavering	41	247 5 8	66 2 2	1,366 0 8	- - -	- - -	- - -	46 14 4	1,412 15 0	579 12 10	
Mitford	- 18	159 14 2	27 12 4	744 3 4	- - -	- - -	- - -	54 7 7	798 10 11	405 9 9	
Swainsthorpe	- 37	151 8 8	42 18 2	637 14 9	16 12 11	- - -	- - -	23 9 5	677 17 1	280 6 8	
Taverham	- 18	64 3 10	30 17 6	645 16 1	- - -	- - -	- - -	2 2 11	647 19 0	227 15 0	
Tunstead	- 26	111 7 9	96 9 11	805 18 0	4 8 2	- - -	- - -	6 10 0	816 16 2	269 18 2	
Wayland	- 16	65 1 5	36 7 11	371 2 3	- - -	- - -	- - -	44 10 4	415 12 7	172 17 4	
Boroughs, &c.	- 4	31 1 5	8 6 4	18 17 3	- - -	- - -	- - -	25 0 0	43 17 3	20 9 4	
660		4,199 10 4	1,591 5 7	22,989 14 0	421 4 2	76 5 7	3 8 8	683 4 7	24,173 17 0	9,425 11 2	

COUNTY OF NORTHAMPTON.

Oundle - - 1	6 9 7	- - -	194 7 6	-	-	-	3 1 6	197 9 0	130 2 10
Peterborough - 33	475 17 11	211 18 7	2,611 16 11	-	-	-	233 14 4	2,845 11 3	1,170 15 9
Borough of Daventry* 2	3 12 11	- - -	295 19 6	-	-	-	4 1 6	300 1 0	68 6 9
36	486 0 5	211 18 7	3,102 3 11	-	-	-	240 17 4	3,343 1 3	1,369 5 4

* For the year ending 25th March 1866.—No Returns for 1867 can be obtained.

COUNTY OF NORTHUMBERLAND.

Bedlingtonshire - - 4	1 3 0	2 10 11	115 13 6	-	-	-	-	115 13 6	30 11 11
Castle Ward, East - 10	71 3 1	58 19 4	716 5 0	102 14 9	-	-	6 10 0	825 9 9	282 11 11
Castle Ward, West - 57	247 7 10	59 13 7	2,291 7 6	61 1 4	7 9 0	-	111 12 11	2,471 10 9	934 15 7
Coquetdale Ward, East 35	108 19 6	56 9 6	1,093 12 6	48 12 0	25 5 3	11 10 0	30 4 4	1,209 4 1	701 10 8
Coquetdale Ward, North 35	37 5 3	49 4 9	820 15 11	96 15 4	16 19 0	-	2 6 6	936 16 9	523 6 10
Coquetdale Ward, West 42	117 0 5	33 2 2	663 12 2	78 2 1	11 14 0	-	15 13 6	769 1 9	373 2 7
Kirkwhelpington - 41	71 19 10	46 19 2	711 9 11	14 8 0	5 1 9	-	26 9 8	757 9 4	387 10 5
Morpeth Ward, East - 17	88 11 8	47 6 1	679 14 8	44 19 2	9 19 3	-	76 2 11	810 16 0	417 12 4
Morpeth Ward, West - 56	52 2 8	22 4 11	663 10 5	35 12 5	9 4 11	-	45 8 3	753 16 0	386 2 2
297	795 13 3	376 10 5	7,756 1 7	482 5 1	85 13 2	11 10 0	314 8 1	8,649 17 11	4,037 4 5

COUNTY OF OXFORD.

Boroughs - - 2	7 19 0	- - -	227 2 4	19 2 0	-	-	-	246 4 4	81 9 5
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COUNTY OF NORFOLK.

EXPENDITURE.									BALANCES, 25th March 1867.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
252 9 3	288 6 3	27 10 2	42 11 0	- - -	- - -	- - -	30 17 9	1,017 5 0	226 9 6	64 19 8
738 5 10	1,003 12 7	128 15 2	44 10 0	149 18 7	- - -	117 18 0	271 3 4	3,132 2 5	274 11 4	333 9 5
130 2 4	185 10 10	38 7 2	22 12 6	- - -	- - -	- - -	22 0 7	687 2 4	178 19 11	21 5 8
54 2 5	204 0 3	30 15 0	20 10 0	- - -	- - -	- - -	16 10 0	488 15 4	135 17 4	21 13 11
53 8 4	284 1 4	70 16 9	42 10 0	1 15 0	- - -	- - -	38 15 6	816 3 11	165 16 3	57 1 4
187 12 2	109 13 7	63 5 5	- - -	5 7 6	- - -	- - -	81 11 3	914 10 5	122 9 11	92 4 7
231 17 0	254 5 2	47 15 10	78 10 0	- - -	- - -	- - -	23 15 3	1,170 7 8	107 16 11	95 7 9
22 6 7	306 8 8	62 2 9	7 0 0	- - -	- - -	- - -	25 4 11	848 7 7	187 7 4	32 3 7
120 0 4	199 16 7	29 5 5	18 15 0	- - -	- - -	- - -	25 2 6	681 1 4	93 7 8	51 8 3
81 5 1	173 14 2	68 5 5	10 15 8	2 19 0	5 14 0	- - -	30 17 4	729 18 4	202 13 5	40 6 7
236 9 11	255 3 6	31 3 4	17 2 6	79 14 6	- - -	- - -	25 14 8	1,084 19 4	183 2 5	118 17 0
669 15 1	513 9 5	120 9 8	35 7 6	- - -	- - -	- - -	94 18 5	2,130 7 4	385 13 9	38 1 4
65 0 1	110 12 2	53 17 2	18 0 0	1 7 6	8 8 6	- - -	20 17 1	506 9 6	239 11 6	95 17 7
41 3 6	104 4 6	27 3 10	0 2 6	13 15 0	- - -	- - -	12 4 4	394 9 0	78 14 1	61 4 11
166 15 4	137 15 2	31 16 6	15 11 0	32 12 6	28 0 5	- - -	18 12 5	771 8 11	125 12 2	102 7 11
213 15 9	178 8 8	39 13 6	15 1 0	100 19 6	- - -	- - -	10 11 11	932 13 1	161 1 11	78 6 6
100 17 0	355 10 5	134 1 0	23 2 10	4 6 0	31 9 5	- - -	45 16 5	1,009 17 5	199 8 9	21 9 3
78 17 4	204 8 4	18 14 4	16 13 6	- - -	- - -	- - -	13 6 5	552 6 0	126 4 7	39 17 5
79 7 2	102 14 1	61 4 10	- - -	1 0 0	0 13 3	- - -	120 11 10	770 3 4	125 5 10	93 18 2
39 2 6	346 5 11	56 7 8	33 19 0	6 8 0	2 0 0	- - -	19 7 5	857 19 4	155 18 4	65 4 6
198 12 4	342 16 6	82 18 5	114 0 0	- - -	- - -	- - -	45 14 11	1,363 15 0	275 3 3	44 19 9
131 6 10	180 18 2	89 0 10	14 0 0	- - -	- - -	- - -	37 10 7	858 6 2	91 19 0	19 12 5
101 12 11	231 1 2	47 9 6	18 18 0	16 12 11	- - -	- - -	32 11 4	728 12 6	127 3 7	69 8 6
141 1 2	151 5 9	34 13 8	13 10 0	- - -	- - -	- - -	28 5 1	596 10 8	97 14 11	13 0 3
133 17 5	251 16 3	31 12 6	44 14 6	4 8 2	- - -	- - -	39 4 6	775 11 6	138 2 1	81 19 7
56 3 4	91 14 11	32 15 7	12 0 0	- - -	- - -	- - -	12 16 9	378 7 11	97 5 10	31 7 8
0 16 0	0 18 0	48 7 11	2 2 6	- - -	- - -	- - -	- - -	72 13 9	8 19 4	15 0 9
3,236 3 0	6,568 12 4	1,508 9 4	681 19 0	421 4 2	76 5 7	117 18 0	1,144 2 6	24,270 5 1	4,312 10 11	1,800 14 3

COUNTY OF NORTHAMPTON.

48 6 10	55 7 2	4 18 0	15 0 0	- - -	- - -	- - -	0 19 6	254 14 4	- - -	50 15 9
320 7 3	1,276 7 8	148 3 1	5 0 0	- - -	- - -	- - -	172 19 9	3,093 13 6	329 13 1	313 16 0
52 0 1	126 5 10	36 3 2	20 0 0	- - -	- - -	- - -	1 19 7	304 15 5	3 3 2	4 4 8
420 14 2	1,458 0 8	189 4 3	40 0 0	- - -	- - -	- - -	175 18 10	3,653 3 3	332 16 3	368 16 5

COUNTY OF NORTHUMBERLAND.

46 13 9	12 19 8	1 3 3	- - -	- - -	- - -	- - -	0 6 0	91 14 7	22 11 0	-
116 10 11	152 15 0	12 13 4	37 17 0	102 14 9	- - -	- - -	65 14 0	770 16 11	68 15 2	1 18 7
439 1 5	585 12 7	53 12 11	72 0 0	61 1 4	7 9 0	81 1 6	23 12 9	2,258 7 1	448 12 0	47 14 1
285 3 10	190 12 0	19 6 2	1 9 0	48 12 0	25 5 3	0 15 0	30 0 5	1,302 14 4	96 18 11	137 19 2
244 12 8	45 15 0	3 6 10	- - -	96 15 4	16 19 0	24 15 6	16 19 11	972 11 1	31 7 11	79 1 9
156 11 11	82 0 2	14 7 6	1 9 10	78 2 1	11 14 0	- - -	18 4 1	735 12 2	121 6 11	3 19 1
95 15 9	108 1 3	30 0 3	0 10 0	14 8 0	5 1 9	21 0 4	112 7 4	774 15 1	77 4 5	69 9 6
141 3 1	194 19 1	18 14 7	6 10 0	44 19 2	9 19 3	- - -	19 7 11	853 5 5	63 9 11	64 13 9
140 19 10	147 18 4	6 3 4	1 10 0	35 12 5	9 4 11	6 0 0	8 19 8	742 10 8	51 17 0	10 13 11
1,666 13 2	1,520 13 1	159 8 2	121 5 10	482 5 1	85 13 2	133 12 4	295 12 1	8,502 7 4	982 3 3	415 9 10

COUNTY OF OXFORD.

20 9 0	5 2 3	67 12 11	11 0 0	19 2 0	- - -	20 0 0	0 10 0	225 5 7	28 17 9	-
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COUNTY OF RUTLAND.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1866.		RECEIPTS.							
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour.	
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Rutland - - 57	566 13 9	123 11 9	4,532 14 11	22 2 0	- - -	- - -	75 9 9	4,630 6 8	1,739 2 11	

COUNTY OF SALOP.

Albrighton	- 5	10 6 2	- - -	25 2 11	- - -	- - -	- - -	2 8 5	27 11 4	26 2 2
Chirbury	- 3	13 16 0	- - -	13 17 5	- - -	- - -	- - -	- - -	13 17 5	9 12 4
Condover	- 5	2 8 9	4 16 3	47 0 10	- - -	- - -	- - -	- - -	47 0 10	23 8 5
Ellesmere	- 25	67 16 11	26 12 8	377 12 7	- - -	- - -	- - -	11 12 7	389 5 2	166 7 8
Whitchurch	- 11	68 8 6	5 13 1	167 17 11	15 7 4	- - -	- - -	- - -	183 5 3	87 13 1
Boroughs	- 20	182 2 1	24 18 9	901 19 1	- - -	- - -	7 0 0	78 16 4	987 15 5	492 10 1
	69	344 18 5	62 0 9	1,533 10 9	15 7 4	- - -	7 0 0	92 17 4	1,648 15 5	805 13 9

COUNTY OF SOMERSET.

Boroughs, &c.	- 4	94 19 1	14 9 10	800 12 8	- - -	- - -	- - -	146 14 0	947 6 8	413 0 9
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COUNTY OF STAFFORD.

Bilston	- 9	87 7 3	4 10 0	1,035 5 11	- - -	- - -	- - -	7 4 9	1,042 10 8	481 15 2
Cheadle	- 24	65 19 5	23 9 11	845 15 5	- - -	- - -	- - -	3 5 0	849 0 5	309 13 5
Elford	- 20	44 7 1	46 1 10	353 10 11	- - -	- - -	- - -	10 0 0	363 10 11	134 0 5
Kingswinford & Wordsley	16	206 17 9	316 14 6	2,404 3 11	- - -	- - -	- - -	4 10 0	2,408 13 11	1,201 15 8
Leek	- 57	229 3 0	61 16 11	1,926 9 0	- - -	0 2 8	5 0 0	75 9 7	2,007 1 3	775 14 0
Penkridge	- 57	307 13 9	148 6 0	1,458 10 6	- - -	- - -	- - -	20 3 3	1,478 13 9	782 5 5
Pirehill, North	- 50	547 12 0	41 14 6	3,286 18 11	58 5 11	- - -	- - -	142 0 5	3,487 5 3	1,518 16 1
Rowley Regis	- 1	362 15 1	- - -	961 17 6	- - -	- - -	- - -	24 0 0	985 17 6	598 10 11
Rugeley	- 11	144 14 1	- - -	409 15 1	- - -	- - -	- - -	- - -	409 15 1	176 18 0
Shenstone	- 17	97 17 10	11 13 2	553 4 7	- - -	- - -	- - -	2 13 9	555 18 4	283 0 4
Stafford and Eccleshall:—										
Eccleshall District	42	105 0 1	47 12 11	727 15 11	5 8 0	3 10 6	- - -	3 7 6	740 1 11	307 6 7
Stafford District	48	377 17 6	28 6 9	604 1 7	- - -	- - -	- - -	3 11 0	607 12 7	288 3 5
Stone	- 18	48 2 4	7 5 1	208 2 5	22 12 8	- - -	- - -	1 0 0	231 15 1	114 14 2
Uttoxeter	- 41	114 17 0	16 7 1	672 15 1	17 15 6	- - -	- - -	8 10 6	699 1 1	260 9 3
West Bromwich, Wed- nesbury, and Walsall	8	440 13 4	0 13 4	2,270 4 11	13 16 0	- - -	- - -	158 5 0	2,442 5 11	848 17 2
Wolverhampton	- 14	105 19 8	23 14 9	977 0 11	9 7 0	1 5 10	- - -	7 15 10	995 9 7	421 4 1
Boroughs, &c.	- 4	50 19 7	6 8 5	506 17 8	- - -	- - -	- - -	31 10 0	538 7 8	185 14 0
	437	3,337 16 9	784 15 2	19,202 10 3	127 5 1	4 19 0	5 0 0	503 6 7	19,843 0 11	8,688 18 1

COUNTY OF SUFFOLK.

Beccles	- 12	93 16 4	2 1 10	256 8 4	- - -	- - -	- - -	- - -	256 8 4	139 8 11
Blything	- 47	281 17 1	125 19 8	2,499 7 0	23 18 1	- - -	- - -	53 3 9	2,576 8 10	1,034 14 7
Bosmere and Claydon	35	268 6 0	40 5 0	981 19 9	22 5 7	- - -	- - -	1 0 2	1,005 5 6	386 8 8
Bungay	- 15	74 2 10	12 17 3	522 19 1	59 1 1	- - -	- - -	40 18 1	622 18 3	255 12 6
Framlingham	- 33	326 12 3	30 12 7	2,501 11 1	41 9 2	- - -	- - -	12 0 1	2,555 0 4	721 9 11
Hoxne	- 18	281 2 1	4 11 3	1,698 11 1	- - -	- - -	- - -	3 11 8	1,702 2 9	548 7 6
Lackford	- 1	20 9 0	- - -	198 4 11	- - -	- - -	3 14 9	5 11 6	207 11 2	32 15 11
Mutford and Lothingland	21	301 8 3	10 16 4	793 0 1	- - -	- - -	- - -	33 8 1	826 8 2	307 7 9
Samford	- 28	229 2 7	43 8 6	1,198 17 1	45 13 6	- - -	- - -	8 9 6	1,253 0 1	411 13 11
Stow	- 14	136 0 5	6 17 6	744 6 6	9 12 0	- - -	- - -	8 7 9	762 6 3	219 8 9
Woodbridge	- 62	389 15 5	280 13 1	2,759 2 11	- - -	- - -	- - -	10 13 1	2,769 16 0	864 12 9
Boroughs, &c.	- 3	14 14 2	8 7 7	274 0 0	- - -	- - -	- - -	- - -	274 0 0	100 1 11
	289	2,417 6 5	566 10 7	14,428 7 10	201 19 5	- - -	3 14 9	177 3 8	14,811 5 8	5,022 3 1

COUNTY OF RUTLAND.

EXPENDITURE.									BALANCES, 25th March 1867.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
695 18 4	1,967 5 11	262 7 11	102 2 0	22 2 0	- - -	- - -	64 10 0	4,853 9 1	438 14 1	218 14 6

COUNTY OF SALOP.

6 19 0	12 17 3	0 18 9	- - -	- - -	- - -	- - -	1 18 6	48 15 8	1 0 11	11 19 1
2 19 11	3 1 9	0 15 0	- - -	- - -	- - -	7 0 0	1 2 6	24 11 6	4 1 10	0 19 11
10 10 0	3 6 0	1 13 7	- - -	- - -	- - -	- - -	5 14 6	44 12 6	10 8 10	10 8 0
69 2 0	86 3 0	10 2 0	- - -	- - -	- - -	- - -	25 16 7	357 11 3	75 14 8	2 16 6
12 2 10	46 7 9	4 14 11	1 15 0	15 7 4	- - -	- - -	14 0 3	182 1 2	66 3 3	2 3 9
269 15 10	82 12 2	88 9 3	23 19 10	- - -	- - -	35 8 6	47 12 6	1,040 8 2	163 1 8	58 11 1
371 9 7	234 7 11	106 13 6	25 14 10	15 7 4	- - -	42 8 6	96 4 10	1,698 0 3	320 11 2	86 18 4

COUNTY OF SOMERSET.

178 7 6	130 2 4	22 13 4	59 13 0	- - -	- - -	- - -	156 5 5	960 2 4	68 4 8	0 11 1
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COUNTY OF STAFFORD.

196 7 6	67 1 0	152 1 5	65 17 4	- - -	- - -	- - -	8 9 8	971 12 1	167 9 8	13 13 10
188 10 2	99 14 7	49 5 3	15 0 0	- - -	- - -	36 19 0	47 16 1	746 18 6	150 2 7	5 11 2
49 3 2	40 11 2	24 7 4	6 0 9	- - -	- - -	1 0 0	12 0 7	267 3 5	102 5 8	7 12 11
567 19 1	214 10 6	172 4 10	292 14 0	- - -	- - -	- - -	55 11 7	2,504 15 8	182 1 6	338 0 0
418 0 2	280 3 9	36 16 2	90 19 6	- - -	0 2 8	198 8 11	150 18 10	1,951 4 0	246 13 7	23 10 3
167 18 9	309 13 3	114 4 0	5 0 0	- - -	- - -	- - -	46 14 3	1,425 15 8	347 5 6	134 19 8
776 4 0	308 5 2	543 4 10	223 5 0	58 5 11	- - -	- - -	131 13 0	3,559 14 0	512 10 10	79 2 1
211 6 5	106 7 5	71 2 0	65 0 0	- - -	- - -	- - -	- - -	1,052 6 9	296 5 10	-
45 7 9	64 5 0	38 6 8	10 10 0	- - -	- - -	23 5 0	26 3 11	384 16 4	196 18 8	27 5 10
66 15 3	83 18 4	13 13 5	18 14 0	- - -	- - -	- - -	23 11 0	489 12 4	158 13 8	6 3 0
77 10 0	115 8 6	68 4 6	79 1 7	5 8 0	3 10 6	- - -	35 13 1	692 2 9	156 7 7	51 1 3
91 9 3	133 3 8	83 1 9	8 0 0	- - -	- - -	- - -	93 19 2	697 17 3	303 12 9	44 6 8
30 15 8	54 15 7	37 5 1	7 10 0	22 12 8	- - -	- - -	19 3 3	286 16 5	26 0 0	40 4 1
80 10 0	71 18 1	84 6 11	9 6 8	17 15 6	- - -	58 2 0	69 2 5	651 10 10	157 10 1	11 9 11
424 0 7	436 8 2	138 9 5	331 5 10	13 16 0	- - -	- - -	364 2 6	2,556 19 8	341 6 8	16 0 5
56 3 7	246 10 0	35 17 6	52 0 0	9 7 0	1 5 10	17 5 0	19 14 9	859 7 9	236 3 11	17 17 2
119 16 7	144 7 3	29 10 8	37 14 0	- - -	- - -	- - -	85 4 7	602 7 1	16 2 3	35 10 6
3,567 17 11	2,777 1 5	1,692 1 9	1,317 18 8	127 5 1	4 19 0	334 19 11	1,189 18 8	19,701 0 6	3,547 10 9	852 8 9

COUNTY OF SUFFOLK.

17 5 6	86 6 9	9 3 11	20 2 0	- - -	- - -	- - -	3 2 6	275 9 7	77 9 5	4 16 2
82 16 8	668 8 3	278 16 1	179 0 0	23 18 1	- - -	- - -	104 14 3	2,372 7 11	421 16 1	61 17 9
146 15 3	285 8 0	84 15 8	58 16 0	22 5 7	- - -	- - -	30 11 0	1,015 0 2	304 4 9	85 18 5
64 3 4	136 3 0	63 0 1	37 2 0	59 1 1	- - -	- - -	8 0 5	623 2 5	80 11 7	19 10 2
221 12 2	998 9 0	183 8 4	120 4 0	41 9 2	- - -	- - -	69 16 3	2,356 8 10	496 1 10	1 10 8
10 16 0	878 15 1	93 14 6	104 3 0	- - -	- - -	- - -	24 4 10	1,660 0 11	350 7 5	31 14 9
38 1 0	26 16 0	19 6 2	10 0 0	- - -	- - -	- - -	37 13 9	164 12 10	63 7 4	-
203 9 6	187 11 7	12 16 3	30 0 0	- - -	- - -	- - -	17 10 2	758 15 3	365 9 0	7 4 2
230 8 0	263 4 1	89 19 10	157 5 0	45 13 6	- - -	- - -	20 10 8	1,218 15 0	267 9 10	47 10 8
114 1 5	231 0 11	63 15 2	40 0 6	9 12 0	- - -	- - -	71 1 10	749 0 7	158 10 4	16 1 9
486 3 8	711 15 5	167 14 6	204 0 0	- - -	- - -	- - -	83 3 11	2,517 10 3	528 7 0	166 18 11
46 4 5	39 10 11	80 18 9	8 6 0	- - -	- - -	- - -	14 9 0	289 11 0	8 12 6	17 16 11
1,661 16 11	4,513 9 0	1,147 9 3	968 18 6	201 19 5	- - -	- - -	484 18 7	14,000 14 9	3,122 7 1	461 0 4

COUNTY OF SURREY.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1866.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Farnham - 1	- - -	8 0 6	788 9 3	- - -	- - -	- - -	0 10 0	788 19 3	368 0 8	
Parish of Kew - 1	- - -	- - -	- - -	- - -	- - -	- - -	360 8 4	360 8 4	81 18 0	
2	- - -	8 0 6	788 9 3	- - -	- - -	- - -	360 18 4	1,149 7 7	449 18 8	

COUNTY OF SUSSEX.

Arundel, Lower - - 26	497 9 7	175 19 1	2,477 8 11	62 8 3	- - -	7 13 9	200 14 11	2,748 5 10	1,014 17 5
Arundel, Upper - - 27	191 12 6	41 18 5	805 0 9	31 4 10	- - -	- - -	33 10 2	869 15 9	266 12 7
Bramber, Lower - - 13	407 15 5	- - -	3,738 15 9	- - -	- - -	- - -	16 19 10	3,755 15 7	1,194 10 8
Brighton - - 9	55 16 11	44 5 4	547 14 1	31 7 9	1 6 0	- - -	- - -	580 7 10	200 5 5
Burwash - - 5	12 13 9	71 4 3	1,590 12 11	- - -	- - -	- - -	28 2 3	1,618 15 2	398 11 0
Chichester, Lower - 24	270 14 9	170 13 11	1,681 6 11	69 5 9	0 3 4	- - -	29 1 1	1,779 17 1	675 10 2
Chichester, Upper - 42	502 6 1	91 3 9	1,700 7 9	88 5 7	67 11 8	- - -	89 7 9	1,945 12 9	489 9 6
Cuckfield - - 13	424 7 4	6 19 3	3,142 19 11	- - -	- - -	- - -	0 16 0	3,143 15 11	1,131 7 10
Grinstead, East - 5	197 13 6	8 9 0	2,191 3 0	- - -	- - -	59 17 8	105 5 11	2,356 6 7	646 4 5
Hailsham - - 19	468 19 11	30 0 6	1,276 7 6	395 2 3	127 2 2	- - -	17 5 11	1,815 17 10	572 2 0
Lewes - - 40	419 2 5	205 2 1	2,342 9 3	- - -	- - -	- - -	12 3 4	2,354 12 7	638 10 3
Pevensey Liberty - 3	54 7 5	- - -	186 9 8	91 19 3	- - -	- - -	- - -	278 8 11	116 1 10
Steyning - - 23	148 2 2	57 12 0	1,323 12 6	66 16 7	- - -	- - -	23 3 3	1,413 12 4	380 13 11
Uckfield - - 8	158 5 9	43 13 0	1,459 2 2	113 14 1	- - -	- - -	5 15 6	1,578 11 9	466 0 2
Worthing - - 6	2 13 10	61 1 0	374 19 3	- - -	- - -	- - -	6 7 6	381 6 9	107 12 5
Boroughs, &c. - - 5	102 5 6	- - -	546 13 5	- - -	- - -	16 18 9	6 17 7	570 9 9	220 12 7
268	3,914 6 10	1,008 1 7	25,385 3 9	950 4 4	196 3 2	84 10 2	575 11 0	27,191 12 5	8,519 2 2

COUNTY OF WARWICK.

Atherstone - - 34	265 16 8	25 10 1	1,084 3 3	- - -	- - -	- - -	91 5 2	1,175 8 5	361 14 9
Birmingham - - 7	316 7 6	- - -	2,088 15 11	- - -	- - -	- - -	12 9 2	2,101 5 1	614 8 8
Coleshill - - 20	185 12 5	32 8 0	630 6 11	- - -	- - -	- - -	1 8 2	631 15 1	377 9 6
Kenilworth - - 11	160 17 7	14 1 1	1,305 16 9	33 7 4	- - -	- - -	150 3 4	1,489 7 5	588 1 6
Kirby - - 44	244 9 5	92 4 11	2,115 10 8	42 6 0	- - -	- - -	27 13 6	2,185 10 2	754 15 10
Rugby - - 22	218 3 7	27 16 5	1,245 15 9	- - -	- - -	- - -	3 17 8	1,249 13 5	412 1 5
Solihull - - 11	169 8 1	16 16 9	1,143 11 5	0 9 0	- - -	- - -	11 5 8	1,155 6 1	388 13 11
Southam - - 29	446 8 9	36 14 4	2,896 19 7	1 4 6	37 4 6	- - -	248 17 7	3,184 6 2	886 12 10
Warwick - - 22	253 7 8	11 9 8	673 15 8	63 19 2	- - -	- - -	28 1 2	765 16 0	410 11 4
Parish of Sutton Coldfield 1	52 0 10	- - -	203 13 6	- - -	- - -	- - -	- - -	203 13 6	157 1 5
201	2,312 12 6	257 1 3	13,388 9 5	141 6 0	37 4 6	- - -	575 1 5	14,142 1 4	4,951 11 2

COUNTY OF WESTMORLAND.

Ambleside - - - 6	64 14 7	23 2 2	370 7 6	- - -	- - -	- - -	102 10 8	472 18 2	129 2 3
East Ward - - 51	130 8 8	9 18 5	707 12 9	7 5 4	18 3 10	- - -	56 17 3	789 19 2	276 10 5
Kendal Ward - - 48	480 15 11	17 7 4	1,052 19 4	- - -	- - -	- - -	101 0 5	1,153 19 9	986 2 4
Lonsdale Ward - - 15	72 13 9	- - -	266 4 0	3 15 0	- - -	- - -	68 2 8	338 1 8	209 3 8
West Ward - - 46	248 11 6	14 17 11	979 5 5	- - -	11 19 3	- - -	10 5 0	1,001 9 8	523 1 8
166	997 4 5	65 5 10	3,376 9 0	11 0 4	30 3 1	- - -	338 16 0	3,756 8 5	2,124 0 4

COUNTY OF SURREY.

EXPENDITURE.									BALANCES, 25th March 1867.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
29 13 0	215 12 8	100 8 8	73 10 0	- - -	- - -	- - -	- - -	787 5 0	- - -	6 6 3
- - -	118 15 6	74 16 3	- - -	- - -	- - -	- - -	84 18 7	360 8 4	- - -	- - -
29 13 0	334 8 2	175 4 11	73 10 0	- - -	- - -	- - -	84 18 7	1,147 13 4	- - -	6 6 3

COUNTY OF SUSSEX.

514 3 9	567 18 3	95 7 0	204 13 0	62 8 3	- - -	- - -	189 4 9	2,648 12 5	506 14 4	85 10 5
290 17 6	176 2 4	54 0 10	12 15 1	31 4 10	- - -	- - -	17 12 3	849 5 5	236 4 10	66 0 5
668 0 3	1,381 9 7	411 18 3	190 9 3	- - -	- - -	65 4 5	104 12 9	4,016 5 2	161 18 5	14 12 7
56 11 11	181 11 9	83 19 1	2 0 0	31 7 9	1 6 0	- - -	56 7 7	613 9 6	38 14 10	60 4 11
373 6 1	786 14 11	32 13 6	47 0 0	- - -	- - -	- - -	35 18 7	1,674 4 1	29 18 0	143 17 5
468 9 11	199 10 1	125 8 9	188 10 0	69 5 9	0 3 4	- - -	25 19 1	1,752 17 1	283 2 6	156 1 8
399 14 9	556 1 2	308 18 11	32 2 5	88 5 7	67 11 8	- - -	114 15 7	2,056 19 7	439 16 7	140 1 1
844 18 1	796 17 6	208 4 3	48 0 0	- - -	- - -	63 3 0	73 6 3	3,165 16 11	405 10 5	10 3 4
762 11 2	510 8 5	92 3 0	130 0 0	- - -	- - -	26 0 0	107 14 3	2,275 1 3	272 4 4	1 14 6
224 1 3	400 6 1	143 4 6	44 4 0	395 2 3	127 2 2	58 1 9	63 15 1	2,027 19 1	246 16 3	19 18 1
612 10 3	686 6 3	97 15 3	28 15 0	- - -	- - -	110 3 8	105 17 7	2,279 18 3	453 12 7	164 17 11
55 15 4	23 1 0	16 1 3	12 10 0	91 19 3	- - -	1 17 0	3 16 0	321 1 8	48 13 0	36 18 4
231 13 4	365 5 7	128 3 7	52 0 0	66 16 7	- - -	6 1 0	63 5 9	1,293 19 9	237 4 0	27 1 3
321 11 8	628 14 10	109 11 8	50 0 0	113 14 1	- - -	- - -	28 12 7	1,718 5 0	76 12 10	101 13 4
82 0 1	59 9 4	23 14 11	12 10 0	- - -	- - -	- - -	12 1 0	297 7 9	61 7 0	35 15 2
140 19 7	106 6 7	124 16 10	12 13 0	- - -	- - -	- - -	70 1 4	675 9 11	41 12 3	44 6 11
6,047 4 11	7,426 3 8	2,056 1 7	1,068 1 9	950 4 4	196 3 2	330 10 10	1,073 0 5	27,666 12 10	3,540 2 2	1,108 17 4

COUNTY OF WARWICK.

212 18 2	334 11 6	123 15 6	39 2 0	- - -	- - -	- - -	55 14 2	1,127 16 1	306 10 8	18 11 9
276 13 4	310 0 8	218 18 7	48 0 0	- - -	- - -	- - -	220 16 4	1,688 17 7	743 7 4	19 12 4
87 6 11	90 0 4	80 12 7	60 0 0	- - -	- - -	- - -	46 18 11	742 8 3	93 16 3	51 5 0
141 19 0	294 5 8	63 16 7	82 0 7	33 7 4	- - -	50 0 0	28 16 9	1,282 7 5	356 1 1	2 4 7
247 1 9	743 19 10	133 14 5	130 10 9	42 6 0	- - -	- - -	49 10 7	2,101 19 2	313 18 3	78 2 9
137 13 4	484 14 8	105 14 7	11 17 0	- - -	- - -	20 0 0	54 3 9	1,226 4 9	228 11 6	14 15 8
69 6 2	237 1 10	97 9 0	80 17 0	0 9 0	- - -	- - -	119 6 5	993 3 4	320 15 1	6 1 0
460 18 1	1,531 11 1	154 5 6	34 9 0	1 4 6	37 4 6	96 16 0	72 12 8	3,275 14 2	362 17 1	44 10 8
85 4 7	138 12 6	49 4 4	31 5 0	63 19 2	- - -	- - -	26 12 5	805 9 4	208 15 7	6 10 11
16 10 0	18 11 1	9 1 4	30 0 0	- - -	- - -	- - -	4 4 6	235 8 4	20 6 0	- - -
1,735 11 4	4,183 9 2	1,036 12 5	548 1 4	141 6 0	37 4 6	166 16 0	678 16 6	13,479 8 5	2,959 18 10	241 14 8

COUNTY OF WESTMORLAND.

29 17 9	6 19 11	33 14 10	11 0 0	- - -	- - -	- - -	186 5 5	397 0 2	117 10 5	- - -
147 5 0	230 16 10	25 6 1	23 17 1	7 5 4	18 3 10	- - -	33 4 4	762 8 11	167 1 2	19 0 8
143 16 8	74 8 3	22 16 7	49 13 0	- - -	- - -	- - -	38 1 11	1,314 18 9	309 8 7	6 19 0
19 12 0	5 6 4	58 7 1	21 0 0	3 15 0	- - -	- - -	7 18 3	325 2 4	87 0 0	1 6 11
134 11 7	170 8 3	52 17 4	15 6 0	- - -	11 19 3	- - -	36 8 7	944 12 8	296 9 2	5 18 7
475 3 0	487 19 7	193 1 11	120 16 1	11 0 4	30 3 1	- - -	301 18 6	3,744 2 10	977 9 4	33 5 2

COUNTY OF WILTS.

NAMES OF DIVISIONS, &c.		BALANCES, 25th March 1866.		RECEIPTS.							
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour.	
Returns.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Bradford	- 4	- - -	- - -	803 5 7	- - -	- - -	- - -	3 6 9	806 12 4	46 6 6	
Devizes	- 1	38 0 8	- - -	92 11 1	4 11 8	- - -	- - -	- - -	97 2 9	20 13 0	
Warminster	- 1	- - -	68 19 1	665 2 9	- - -	- - -	- - -	7 9 8	672 12 5	143 19 6	
Boroughs	- 5	54 3 5	13 11 1	224 17 2	- - -	- - -	- - -	0 15 0	225 12 2	62 0 11	
	11	92 4 1	82 10 2	1,785 16 7	4 11 8	- - -	- - -	11 11 5	1,801 19 8	272 19 11	

COUNTY OF WORCESTER.

Blockley	- 2	33 5 8	- - -	71 18 3	- - -	- - -	- - -	- - -	71 18 3	24 8 0
Bromsgrove	- 3	66 7 2	15 11 10	447 3 1	- - -	- - -	- - -	- - -	447 3 1	124 17 4
Droitwich	- 7	38 1 5	4 18 0	335 18 0	0 15 0	6 18 0	- - -	- - -	343 11 0	156 14 9
Halesowen	- 14	48 6 0	53 2 11	608 3 5	15 17 6	- - -	- - -	- - -	624 0 11	268 6 11
Northfield	- 4	233 6 8	4 10 9	1,314 16 11	- - -	- - -	- - -	36 19 1	1,351 16 0	653 3 2
Pershore	- 22	194 4 0	87 6 8	880 6 6	- - -	- - -	- - -	34 9 6	914 16 0	326 3 4
Stourbridge	- 9	21 15 9	49 12 0	994 15 3	27 9 1	- - -	- - -	- - -	1,022 4 4	224 3 8
Stourport	- 1	1 11 0	- - -	155 19 1	- - -	- - -	- - -	13 12 0	169 11 1	30 10 11
Upton	- 5	56 5 5	19 13 8	214 10 7	- - -	- - -	- - -	- - -	214 10 7	128 15 0
Worcester	- 6	250 4 5	0 12 4	474 5 9	- - -	- - -	- - -	9 17 10	484 3 7	175 1 2
Borough of Droitwich	5	83 1 10	10 16 2	184 1 9	- - -	1 2 0	- - -	- - -	185 3 9	83 10 6
	78	1,026 9 4	246 4 4	5,681 18 7	44 1 7	8 0 0	- - -	94 18 5	5,828 18 7	2,195 14 9

COUNTY OF YORK.

EAST RIDING.											
Bainton-Beacon	- 35	617 5 0	43 8 10	6,630 12 6	183 6 6	27 10 0	- - -	184 10 6	7,025 19 6	1,996 8 5	
Buckrose	- 44	396 8 3	60 1 9	3,426 11 4	200 3 0	10 18 0	14 0 0	44 6 4	3,695 18 8	1,425 2 2	
Dickering	- 38	398 10 10	42 9 9	5,395 18 1	- - -	- - -	- - -	175 4 9	5,571 2 10	2,017 13 3	
Holderness, Middle	- 34	337 11 6	54 5 6	3,249 19 10	8 2 9	4 3 4	- - -	108 8 5	3,370 14 4	1,043 9 1	
Holderness, North	- 27	161 19 10	97 18 7	1,924 0 2	37 11 4	48 4 8	- - -	78 1 0	2,087 17 2	480 9 4	
Holderness, South	- 26	264 13 9	75 15 10	1,950 7 3	50 17 4	4 17 4	- - -	132 10 1	2,138 12 0	556 13 5	
Holme-Beacon	- 20	151 4 4	20 2 8	2,277 3 6	114 9 0	1 10 0	12 10 0	80 7 0	2,485 19 6	533 3 1	
Howdenshire	- 41	421 19 11	40 9 2	2,584 4 6	- - -	- - -	- - -	91 12 5	2,675 16 11	603 1 0	
Hunsley-Beacon, North	24	314 9 9	15 7 4	1,808 11 1	- - -	- - -	- - -	133 5 0	1,941 16 1	418 5 5	
Hunsley-Beacon, South	25	420 11 6	39 8 6	3,240 16 4	213 19 6	- - -	- - -	123 0 0	3,577 15 10	949 12 5	
Ouse and Derwent	- 27	305 6 1	36 5 5	3,352 16 3	- - -	- - -	- - -	48 7 0	3,401 3 3	843 17 5	
Wilton-Beacon	- 40	315 12 4	60 18 0	3,499 12 8	135 3 6	33 14 7	- - -	78 3 3	3,746 14 0	969 6 0	
NORTH RIDING.											
Allertonshire	- 35	308 2 7	2 8 11	1,368 11 8	- - -	- - -	6 19 7	34 2 11	1,409 14 2	699 2 10	
Birdforth	- 57	392 13 5	34 3 3	2,745 0 10	2 1 6	10 9 0	- - -	17 5 4	2,774 16 8	1,293 16 0	
Bulmer, East	- 32	332 6 7	75 16 0	2,908 7 4	287 3 10	8 8 0	- - -	53 9 5	3,257 8 7	877 15 0	
Bulmer, West	- 30	281 4 5	4 15 7	1,645 4 7	209 13 4	- - -	0 6 0	200 1 5	2,055 5 4	839 2 7	
Gilling, East	- 24	141 0 9	3 1 7	839 10 7	- - -	- - -	- - -	- - -	839 10 7	409 11 0	
Gilling, West	- 45	205 19 3	14 13 1	685 18 11	7 6 6	7 6 1	13 18 8	7 16 0	722 6 2	484 11 1	
„ Greta Bridge District	22	133 5 1	1 15 10	552 5 3	11 10 0	2 15 5	- - -	15 7 10	581 18 6	364 9 2	
Hallikeld	- 29	141 18 11	60 1 1	950 16 10	- - -	- - -	- - -	3 1 6	953 18 4	567 3 0	
Hang, East	- 27	255 2 10	0 5 11	1,059 19 9	- - -	- - -	- - -	6 19 6	1,066 19 3	682 18 8	
Hang, West	- 49	228 5 7	35 4 6	1,595 3 2	- - -	25 1 4	72 9 7	25 3 8	1,717 17 9	1,255 19 6	
Langbaugh, East	- 28	321 6 7	0 19 4	2,288 5 6	295 0 4	138 18 4	- - -	77 17 9	2,800 1 11	851 17 3	
Langbaugh, North	- 6	89 13 10	42 14 10	726 5 9	- - -	- - -	- - -	10 0 6	736 6 3	320 17 11	
Langbaugh, West	- 32	153 18 4	13 14 8	1,859 4 5	- - -	- - -	19 2 9	35 3 3	1,913 10 5	761 13 4	

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COUNTY OF WILTS.

EXPENDITURE.									BALANCES, 25th March 1867.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3 18 0	16 5 5	33 16 5	- - -	- - -	- - -	- - -	591 1 3	691 7 7	117 7 6	2 2 9
4 11 8	0 16 6	87 18 1	- - -	4 11 8	- - -	- - -	11 16 0	130 6 11	4 16 6	-
93 6 5	91 3 6	199 18 10	40 0 0	- - -	- - -	13 0 0	67 19 10	649 8 1	- - -	45 14 9
15 17 2	52 10 1	113 3 1	2 10 0	- - -	- - -	- - -	19 11 6	265 12 9	25 6 6	24 14 9
117 13 3	160 15 6	434 16 5	42 10 0	4 11 8	- - -	13 0 0	690 8 7	1,736 15 4	147 10 6	72 12 3

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COUNTY OF WORCESTER.

57 13 4	12 8 6	1 7 10	- - -	- - -	- - -	- - -	1 5 3	97 2 11	8 1 0	-
70 14 9	63 7 4	29 13 4	- - -	- - -	- - -	- - -	65 8 1	354 0 10	143 17 7	-
37 7 4	79 15 4	21 12 11	- - -	0 15 0	6 18 0	- - -	31 18 0	335 1 4	56 8 10	14 15 9
110 11 7	118 10 11	28 11 11	15 0 0	15 17 6	- - -	- - -	143 1 5	700 0 3	14 13 3	95 9 6
186 5 6	281 17 9	80 15 8	125 18 0	- - -	- - -	- - -	61 5 11	1,389 6 0	196 16 8	5 10 9
262 11 9	245 3 6	37 13 6	26 9 6	- - -	- - -	- - -	81 14 7	979 16 2	157 12 9	115 15 7
308 0 3	135 7 1	109 6 4	63 17 8	27 9 1	- - -	- - -	107 0 0	975 4 1	76 19 6	57 15 6
- - -	108 11 3	0 15 0	- - -	- - -	- - -	- - -	- - -	139 17 2	31 4 11	-
25 13 0	59 9 6	10 10 8	10 0 0	- - -	- - -	- - -	2 11 11	237 0 1	24 15 2	10 12 11
159 10 4	170 17 4	45 12 10	65 0 0	- - -	- - -	- - -	27 4 0	643 5 8	94 11 2	4 1 2
7 5 3	40 0 10	46 10 0	30 18 10	- - -	1 2 0	- - -	16 0 0	225 7 5	37 9 2	5 7 2
1,225 13 1	1,315 9 4	412 10 0	337 4 0	44 1 7	8 0 0	- - -	537 9 2	6,076 1 11	842 10 0	309 8 4

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COUNTY OF YORK.

1,349 12 4	2,872 4 0	280 17 8	84 2 0	183 8 6	27 10 0	64 17 8	55 19 11	6,914 18 6	723 5 1	38 7 11
827 7 11	1,132 1 0	117 7 6	4 10 0	200 3 0	10 18 0	13 9 0	59 13 7	3,790 12 2	380 19 4	139 6 4
1,507 14 5	1,534 7 3	316 5 2	17 1 0	- - -	- - -	- - -	234 9 10	5,627 10 11	375 2 2	75 9 2
637 9 6	1,458 5 9	92 14 8	1 0 0	8 2 9	4 3 4	57 16 0	91 9 3	3,394 10 4	322 4 6	62 14 6
471 4 11	732 8 11	54 19 5	- - -	37 11 4	48 4 8	25 0 0	31 5 11	1,881 4 6	308 19 10	38 5 11
412 1 5	770 7 11	61 11 8	10 0 0	50 17 4	4 17 4	154 5 0	41 12 5	2,062 6 6	297 8 4	32 4 11
367 1 9	1,010 4 3	99 19 9	40 0 0	114 9 0	1 10 0	260 3 0	11 16 10	2,438 7 8	189 8 2	10 14 8
331 12 3	1,438 5 0	151 13 6	26 10 0	- - -	- - -	53 7 0	47 12 7	2,652 1 4	443 3 6	37 17 2
280 18 2	913 5 9	182 14 4	17 0 0	- - -	- - -	148 18 3	14 9 6	1,975 11 5	269 18 5	4 11 4
410 16 2	1,350 3 5	84 1 8	50 11 8	213 19 6	- - -	331 14 3	111 5 11	3,502 5 0	508 14 0	52 0 2
423 6 5	1,646 18 9	88 3 8	29 6 0	- - -	- - -	268 2 0	149 14 7	3,449 8 10	245 17 10	25 2 9
463 9 0	1,818 13 11	131 15 6	1 0 0	135 3 6	33 14 7	71 1 1	35 16 9	3,660 0 4	361 6 1	19 18 1
154 9 5	571 1 5	85 5 0	- - -	- - -	- - -	7 15 0	99 19 10	1,617 13 6	168 8 3	70 13 11
500 11 11	759 6 0	124 18 11	37 19 6	2 1 6	10 9 0	- - -	36 2 0	2,765 4 10	401 7 3	33 5 3
186 7 4	1,355 14 10	216 18 6	111 8 0	287 3 10	8 8 0	65 14 9	75 16 2	3,185 6 5	381 9 8	52 16 11
207 9 3	579 17 5	72 5 5	27 8 0	209 13 4	- - -	76 19 10	78 3 1	2,090 18 11	267 5 5	26 10 2
217 3 2	115 10 3	31 19 0	9 5 0	- - -	- - -	- - -	14 11 8	798 0 1	179 11 8	0 2 0
94 7 4	54 1 2	15 14 2	2 0 0	7 6 6	7 6 1	9 7 3	36 9 1	711 2 5	203 17 2	1 7 3
126 19 2	48 5 7	8 6 2	19 11 0	11 10 0	2 15 5	11 5 0	12 13 6	605 15 0	123 12 4	15 19 7
89 19 9	122 5 8	45 19 5	0 12 2	- - -	- - -	- - -	18 18 8	844 18 8	205 0 7	14 3 1
127 12 2	168 8 5	39 7 3	48 5 0	- - -	- - -	- - -	13 10 5	1,080 1 11	243 14 11	2 0 8
247 3 8	20 19 0	58 2 0	37 0 0	- - -	25 1 4	- - -	67 14 1	1,711 19 7	220 14 5	21 15 2
518 2 5	772 19 6	95 8 8	114 5 9	295 0 4	138 18 4	- - -	48 0 9	2,834 13 0	336 17 5	51 1 3
129 17 0	226 16 10	69 18 8	- - -	- - -	- - -	146 18 0	10 5 9	904 14 2	20 3 1	141 12 0
405 3 3	565 12 4	109 0 5	18 0 0	- - -	- - -	- - -	62 12 3	1,922 1 7	199 9 4	67 16 10

COUNTY OF YORK—continued.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1866.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
NORTH RIDING—continued.										
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Malton - - - 22	172 8 6	15 4 9	1,156 19 0	79 0 5	3 15 3	- - -	8 2 6	1,247 17 2	719 7 10	
Pickering Lyth, East - 29	428 3 8	57 5 5	3,257 3 5	- - -	- - -	- - -	152 4 2	3,409 7 7	1,909 8 7	
Pickering Lyth, West - 26	148 15 10	41 3 6	1,307 9 6	392 14 7	186 19 0	- - -	12 18 6	1,900 1 7	693 2 7	
Ryedale - - - 51	204 6 9	18 0 5	2,461 7 6	35 2 3	31 16 0	- - -	43 8 0	2,571 13 9	1,011 4 7	
Whitby Strand - - 19	240 5 0	13 11 5	2,595 1 8	- - -	- - -	- - -	72 10 8	2,667 12 4	665 7 4	
Yarm - - - 19	110 2 3	37 1 6	949 19 4	60 15 0	- - -	29 11 6	9 12 3	1,049 18 1	368 7 8	
WEST RIDING.										
Agbrigg, Lower - - 34	615 12 0	428 16 9	7,430 16 8	361 16 8	- - -	305 5 3	365 19 10	8,463 18 5	2,992 17 11	
Agbrigg, Upper - - 6	146 4 7	2 10 5	2,131 6 5	33 16 1	10 2 6	111 0 10	51 10 6	2,337 16 4	979 6 1	
Ainsty, East - - 17	95 19 7	4 10 4	848 15 4	- - -	- - -	- - -	74 2 2	922 17 6	343 16 3	
Barkston Ash, Lower - 24	337 9 8	84 13 1	3,373 19 8	- - -	- - -	36 5 6	168 10 9	3,578 15 11	1,147 11 7	
Barkston Ash, Upper - 16	165 17 9	43 8 0	1,913 10 11	137 1 10	6 0 0	4 8 0	135 16 1	2,196 16 10	864 17 9	
Bolton-by-Bowland - 18	70 6 5	15 7 7	605 18 0	178 13 2	211 17 6	- - -	11 9 9	1,007 18 5	334 10 4	
Claro - - - 61	470 9 3	49 14 2	2,993 17 9	81 1 10	0 13 7	91 15 11	138 10 1	3,305 19 2	1,546 1 2	
Dewsbury - - - 6	94 18 10	14 13 2	2,729 6 1	- - -	- - -	64 13 2	12 7 6	2,806 6 9	787 14 3	
Eweross - - - 6	10 18 1	1 3 4	223 7 0	- - -	- - -	- - -	- - -	223 7 0	150 5 2	
Keighley* - - - 2	48 11 9	32 14 10	363 18 0	- - -	- - -	- - -	13 0 2	376 18 2	132 14 8	
Kirby Malzeard - 11	38 6 9	2 11 0	368 10 4	1 10 0	2 0 0	- - -	0 18 6	372 18 10	245 14 8	
Morley, East - - 6	303 12 8	- - -	2,174 0 4	9 18 3	- - -	218 13 5	0 7 0	2,402 19 0	601 15 8	
Morley, West - - 14	248 8 4	203 3 3	3,293 1 10	- - -	- - -	225 10 0	182 3 8	3,700 15 6	1,095 14 11	
Osgoldcross, Lower - 26	534 0 2	152 7 2	4,010 16 0	74 16 0	12 6 8	- - -	113 1 0	4,210 19 8	1,253 17 10	
Osgoldcross, Upper - 35	302 3 0	38 18 8	3,512 4 4	- - -	- - -	4 10 6	129 8 0	3,646 2 10	1,447 9 9	
Otley - - - 24	243 2 11	28 17 1	1,398 19 10	238 16 4	19 15 9	187 12 4	11 19 0	1,857 3 3	864 17 3	
Ripon - - - 25	120 5 7	4 4 1	737 9 8	3 0 0	6 0 0	7 2 0	4 5 6	757 17 2	502 7 9	
Rotherham - - 41	723 5 3	168 19 8	4,310 10 1	- - -	- - -	325 13 7	35 7 4	4,671 11 0	1,836 5 5	
Saddleworth - - 6	250 7 5	- - -	1,628 10 9	- - -	- - -	- - -	35 8 7	1,663 19 4	708 18 10	
Skyrack - - - 31	419 3 7	251 2 9	5,097 16 2	- - -	- - -	239 0 0	248 7 8	5,585 3 10	2,067 6 11	
Staincliffe, West - 3	- - -	4 13 10	23 11 9	1 0 0	3 5 0	- - -	- - -	27 16 9	5 15 9	
Staincross - - 29	580 0 0	58 5 7	4,048 15 8	- - -	- - -	333 4 7	97 14 8	4,479 14 11	1,389 16 7	
Strafforth and Tickhill, Upper } 1	110 1 7	- - -	547 11 11	- - -	- - -	- - -	5 10 9	553 2 8	162 18 2	
Tadcaster - - - 19	142 6 5	116 18 0	1,383 2 9	34 5 2	- - -	2 2 0	15 19 8	1,435 9 7	458 15 1	
Wetherby - - - 24	175 4 5	35 8 0	1,425 4 5	6 13 6	- - -	- - -	33 1 4	1,464 19 3	697 9 0	
Boroughs, &c. - 18	133 0 0	- - -	7,564 19 11	- - -	- - -	- - -	0 3 0	7,565 2 11	2,425 17 0	
1,466	14,774 9 3	2,801 13 8	134,433 10 1	3,486 9 6	818 7 4	2,325 15 2	3,948 3 5	145,012 5 6	51,657 12 8	

* The Return for the year ending March 1867 cannot be obtained,—the Return for 1866 is again inserted.

COUNTY OF YORK--continued.

EXPENDITURE									BALANCES, 25th March 1867.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
125 6 10	223 9 6	24 12 11	8 10 0	79 0 5	3 15 3	- - -	17 10 8	1,201 13 5	215 13 1	12 5 7
730 10 11	455 16 1	82 4 2	2 0 0	- - -	- - -	- - -	123 0 10	3,303 0 7	512 16 3	35 11 0
101 9 3	276 6 6	45 4 8	33 8 6	392 14 7	186 19 0	- - -	39 7 9	1,768 12 10	239 1 6	0 0 5
783 19 9	496 9 3	45 13 8	27 12 0	35 2 3	31 16 0	24 18 9	74 7 5	2,531 3 8	229 6 1	2 9 8
745 3 7	354 4 7	174 18 3	125 0 0	- - -	- - -	- - -	511 4 8	2,575 18 5	326 0 2	7 12 8
231 8 2	297 19 3	36 0 9	10 10 0	60 15 0	- - -	- - -	21 9 8	1,026 10 6	103 13 11	7 5 7
761 8 7	2,676 16 0	311 15 10	277 19 0	361 16 8	- - -	- - -	187 14 7	7,570 8 7	1,302 16 5	222 11 4
204 2 10	386 8 5	172 15 9	58 10 0	33 16 1	10 2 6	95 14 8	33 4 2	1,974 0 6	512 18 2	5 8 2
236 19 5	277 10 10	41 19 10	13 0 0	- - -	- - -	- - -	14 1 4	927 7 8	99 5 9	12 6 8
473 18 5	1,423 5 0	70 9 3	91 0 0	- - -	- - -	148 3 8	34 19 2	3,389 7 1	474 3 6	31 18 1
254 14 9	366 2 5	104 14 1	27 18 6	137 1 10	6 0 0	224 17 6	154 3 7	2,240 10 5	142 14 5	63 18 3
117 11 2	40 2 4	30 4 0	24 14 0	178 13 2	211 17 6	- - -	29 17 3	967 9 9	114 10 11	19 3 5
426 7 10	513 0 1	174 17 9	48 5 0	81 1 10	0 13 7	41 16 4	210 11 10	3,042 15 5	706 14 6	22 15 8
492 6 8	1,121 6 8	163 11 3	163 0 0	- - -	- - -	- - -	50 9 9	2,778 8 7	108 3 10	-
23 19 8	5 2 7	2 9 9	13 2 0	- - -	- - -	- - -	6 0 6	200 19 8	32 11 6	0 9 5
21 3 3	45 10 8	27 8 3	12 0 0	- - -	- - -	- - -	51 1 3	289 18 1	102 17 0	-
22 17 0	34 2 1	22 4 2	1 0 0	1 10 0	2 0 0	- - -	9 15 1	339 3 0	72 16 7	3 5 0
231 15 2	585 1 3	175 13 6	40 14 10	9 18 3	- - -	- - -	362 3 4	2,007 2 0	699 9 8	-
527 15 2	897 9 3	332 3 8	220 19 0	- - -	- - -	- - -	88 18 1	3,163 0 1	717 12 3	134 11 9
553 3 11	1,875 7 10	120 5 4	182 10 0	74 16 0	12 6 8	- - -	194 17 0	4,267 4 7	482 14 3	157 6 2
879 17 8	756 15 7	135 8 0	46 14 0	- - -	- - -	130 18 8	75 19 0	3,473 2 8	468 19 8	32 15 2
312 2 10	275 14 5	53 0 6	63 18 6	238 16 4	19 15 9	- - -	38 15 11	1,867 1 6	227 10 10	23 3 3
131 11 6	86 4 6	61 6 5	14 0 0	3 0 0	6 0 0	- - -	21 13 0	826 3 2	81 12 7	33 17 1
1,166 7 0	1,093 1 5	199 7 7	205 7 8	- - -	- - -	- - -	42 0 4	4,542 9 5	816 18 3	133 11 1
290 7 0	303 18 4	50 13 1	160 18 4	- - -	- - -	- - -	254 11 8	1,769 7 3	147 16 5	2 16 11
1,101 18 1	1,454 8	416 6 0	169 16 0	- - -	- - -	135 9 6	84 10 4	5,429 15 3	524 0 3	200 10 10
5 10 0	- - -	- - -	- - -	1 0 0	3 5 0	- - -	1 1 0	16 11 9	6 11 2	-
1,000 18 8	1,297 16 0	230 16 8	209 19 9	- - -	- - -	11 0 3	388 19 2	4,529 7 1	539 1 5	66 19 2
107 2 7	44 13 3	35 5 9	45 0 0	- - -	- - -	- - -	53 19 10	448 19 7	214 4 8	-
209 17 8	287 10 3	67 18 1	35 0 0	34 5 2	- - -	41 8 0	152 13 4	1,287 7 7	234 7 5	60 17 0
156 12 8	259 16 2	109 14 11	26 3 6	6 13 6	- - -	141 15 6	43 0 10	1,441 6 1	210 15 8	47 6 1
957 11 7	3,067 12 9	674 18 3	244 16 6	- - -	- - -	100 0 0	88 6 11	7,559 3 0	138 19 11	-
23,973 19 8	43,317 6 0	6,829 10 2	3,310 2 2	3,486 9 6	818 7 4	2,862 15 8	4,920 13 7	141,176 16 9	18,184 16 9	2,376 12 5

NORTH WALES.

COUNTY OF ANGLESEY.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1866.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Anglesey, 1st Division 36	89 15 8	55 4 8	1,208 16 0	96 18 1	28 5 0	- - -	11 9 0	1,345 8 1	542 4 2	
Anglesey, 2d Division 36	137 5 1	43 14 7	1,051 15 1	284 7 0	36 11 8	- - -	5 7 6	1,378 1 3	453 18 1	
Borough of Beaumaris 3	21 17 5	31 5 8	155 11 2	- - -	- - -	- - -	- - -	155 11 2	71 18 0	
75	248 18 2	130 4 11	2,416 2 3	381 5 1	64 16 8	- - -	16 16 6	2,879 0 6	1,068 0 3	

COUNTY OF CARNARVON.

Bangor - - - 6	116 7 0	15 8 11	565 18 9	- - -	- - -	- - -	0 11 0	566 9 9	334 12 0
Carnarvon - - - 12	39 9 7	63 15 5	1,109 7 1	- - -	- - -	- - -	- - -	1,109 7 1	317 14 2
Conway - - - 10	18 12 3	14 14 11	229 14 0	81 16 1	9 7 11	- - -	1 0 0	321 18 0	139 5 8
Eifonydd - - - 9	32 9 1	1 2 6	180 17 4	24 13 1	- - -	- - -	- - -	205 10 5	79 1 11
Nant Conway - - - 7	12 0 8	26 2 9	186 19 3	4 18 8	1 0 4	- - -	- - -	192 18 3	126 0 9
Pwllheli* - - - 31	43 6 6	75 7 9	392 0 5	528 19 7	177 1 8	4 0 0	- - -	1,102 1 8	225 0 5
75	262 5 1	196 12 3	2,664 16 10	640 7 5	187 9 11	4 0 0	1 11 0	3,498 5 2	1,221 14 11

* Several Returns in this Division have been copied from previous Statements.

COUNTY OF DENBIGH.

Isaled - - - 52	50 8 10	18 9 10	741 18 8	86 7 6	4 15 5	2 5 6	2 9 2	837 16 3	428 7 9
Llangollen - - - 2	- - -	2 5 4	436 8 8	- - -	- - -	- - -	15 12 5	452 1 1	172 3 10
Uwchaled - - - 24	26 14 4	4 6 2	76 9 6	6 7 0	5 12 6	- - -	0 7 7	88 16 7	59 15 1
Borough of Denbigh - 1	22 3 8	- - -	444 10 4	- - -	- - -	- - -	0 18 1	445 8 5	156 15 4
79	99 6 10	25 1 4	1,699 7 2	92 14 6	10 7 11	2 5 6	19 7 3	1,824 2 4	817 2 0

COUNTY OF FLINT.

Caerwys - - - 18	28 8 8	25 0 8	125 16 3	3 18 1	- - -	- - -	- - -	129 14 4	71 8 2
Hawarden - - - 15	105 15 4	1 6 0	560 4 4	44 3 4	- - -	- - -	- - -	604 7 8	148 13 6
Holywell - - - 12	82 14 5	36 11 8	563 14 11	- - -	- - -	- - -	- - -	563 14 11	93 1 5
Hope - - - 9	17 3 2	16 8 6	252 3 3	24 10 6	1 8 0	- - -	1 3 0	279 4 9	99 10 0
Maylor - - - 13	111 4 7	0 1 5	473 12 11	56 6 6	- - -	- - -	1 15 0	531 14 5	278 9 7
Mold - - - 12	157 18 3	12 8 6	387 5 0	57 15 0	- - -	- - -	0 1 3	445 1 3	244 7 6
Northop - - - 17	54 19 4	5 16 1	466 2 0	40 17 7	9 0 7	- - -	2 7 6	518 7 8	151 6 2
Prestatyn - - - 10	84 19 7	3 15 4	600 6 5	- - -	- - -	- - -	2 8 0	602 14 5	248 1 8
Rhuddlan - - - 18	31 11 8	10 5 9	337 15 7	- - -	- - -	- - -	3 1 6	340 17 1	148 16 3
Borough of Flint - 1	12 4 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	63 1 8
125	686 19 2	112 3 11	3,767 0 8	227 11 0	10 8 7	- - -	10 16 3	4,015 16 6	1,546 15 11

NORTH WALES.

COUNTY OF ANGLESEY.

EXPENDITURE.									BALANCES, 25th March 1867.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
190 11 8	313 13 4	27 18 6	158 1 6	96 18 1	28 5 0	- - -	34 13 6	1,392 5 9	62 9 5	74 16 1
109 8 9	322 12 0	36 16 10	97 10 10	284 7 0	36 11 8	- - -	23 17 6	1,365 2 8	160 9 2	54 0 1
30 3 0	9 5 8	5 1 11	13 0 0	- - -	- - -	- - -	0 15 6	130 4 1	34 12 4	18 13 6
330 3 5	645 11 0	69 17 3	268 12 4	381 5 1	64 16 8	- - -	59 6 6	2,887 12 6	257 10 11	147 9 8

COUNTY OF CARNARVON.

51 13 0	20 18 3	5 9 0	81 0 0	- - -	- - -	- - -	5 2 9	498 15 0	172 7 9	3 14 11
113 2 1	58 15 8	20 14 3	16 0 0	- - -	- - -	- - -	490 14 0	1,017 0 2	107 5 3	39 4 2
1 12 9	41 6 0	0 15 9	35 17 0	81 16 1	9 7 11	- - -	7 4 2	317 5 4	22 6 1	13 16 1
30 0 1	12 18 8	0 5 4	17 5 0	24 13 1	- - -	41 19 6	7 17 3	214 0 10	23 9 1	0 12 11
32 3 2	0 7 6	- - -	14 17 6	4 18 8	1 0 4	2 0 0	1 13 5	183 1 4	9 5 5	13 10 7
55 11 1	15 10 11	4 19 11	98 0 0	528 19 7	177 1 8	- - -	23 4 11	1,128 8 6	42 6 8	100 14 9
284 2 2	149 17 0	32 4 3	262 19 6	640 7 5	187 9 11	43 19 6	535 16 6	3,358 11 2	377 0 3	171 13 5

COUNTY OF DENBIGH.

112 2 8	119 12 2	8 16 6	6 5 8	86 7 6	4 15 5	- - -	21 3 2	787 10 10	99 6 9	17 2 4
47 9 6	134 14 1	6 0 1	- - -	- - -	- - -	- - -	80 6 4	440 13 10	9 1 11	- - -
14 9 7	4 0 8	2 10 6	2 14 0	6 7 0	5 12 6	1 10 0	7 19 3	104 18 7	12 2 2	5 16 0
58 8 8	131 18 8	74 0 0	15 0 0	- - -	- - -	- - -	18 11 3	454 13 11	12 18 2	- - -
232 10 5	390 5 7	91 7 1	23 19 8	92 14 6	10 7 11	1 10 0	128 0 0	1,787 17 2	133 9 0	22 18 4

COUNTY OF FLINT.

22 19 11	9 1 3	0 3 9	4 5 6	3 18 1	- - -	18 18 8	9 5 7	140 0 11	8 5 9	15 4 4
19 8 0	87 9 5	4 10 6	24 10 6	44 3 4	- - -	275 17 1	16 12 9	621 5 1	101 19 8	14 7 9
42 5 0	26 7 2	- - -	13 13 6	- - -	- - -	323 17 6	17 5 1	516 9 8	100 8 8	7 0 8
11 18 3	29 9 9	5 11 8	11 11 0	24 10 6	1 8 0	49 15 9	9 9 2	243 4 1	41 17 11	5 2 7
79 17 11	56 6 2	53 8 5	41 0 6	56 6 6	- - -	- - -	20 18 4	586 7 5	60 17 2	4 7 0
49 9 11	34 18 11	10 10 2	20 12 6	57 15 0	- - -	72 5 11	19 19 3	509 19 2	111 9 6	31 7 8
11 1 2	63 14 1	7 17 2	- - -	40 17 7	9 0 7	186 17 10	17 1 6	487 16 1	89 5 7	9 10 9
194 1 6	54 3 9	1 13 4	12 0 0	- - -	- - -	14 2 4	49 1 9	573 4 4	113 6 11	2 12 7
123 10 11	45 18 9	- - -	- - -	- - -	- - -	15 10 8	9 19 1	343 15 8	37 6 9	18 19 5
- - -	31 10 0	- - -	46 0 0	- - -	- - -	48 18 4	- - -	189 10 0	- - -	177 5 10
554 12 7	438 19 3	83 15 0	173 13 6	227 11 0	10 8 7	1,006 4 1	169 12 6	4,211 12 5	664 17 11	285 18 7

COUNTY OF MERIONETH.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1866.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Ardudwy-is-Artro - 4	1 9 10	1 19 4	117 5 7	- -	- -	- -	- -	117 5 7	65 14 1	
Ardudwy-uwch-Artro - 12	93 8 8	4 7 6	263 17 3	- -	- -	- -	20 17 4	284 14 7	233 14 5	
Edernion - - 16	1 16 8	0 9 6	31 7 10	22 12 0	15 4 4	- -	- -	69 4 2	16 7 7	
Estimaner - - - 8	10 10 2	- - -	17 9 3	- -	- -	- -	- -	17 9 3	15 2 9	
Penllyn - - - 10	- - -	- - -	20 16 1	29 10 11	5 11 0	- -	3 10 1	59 8 1	14 17 9	
Tallybont and Mowddy* 7	15 8 9	6 14 3	55 1 3	- -	- -	- -	- -	55 1 3	61 2 0	
57	122 14 1	13 10 7	505 17 3	52 2 11	20 15 4	- -	24 7 5	603 2 11	406 18 7	

* For the year ending March 1861,—no Returns can be obtained for the year ending March 1867.—“The parish roads are very much neglected.”

COUNTY OF MONTGOMERY.

Cawrse	- 9	15 7 9	0 1 5	148 5 3	- - -	- - -	- - -	0 10 0	148 15 3	83 12 9
Deythur	- 17	67 7 10	6 7 1	235 8 8	- - -	- - -	- - -	- - -	235 8 8	141 19 5
Llanfyllin & Lower Pool	58	102 11 7	24 15 6	506 6 6	21 2 2	7 15 0	- - -	4 10 0	539 13 8	290 7 2
Llandidloes, Lower	- 17	61 13 10	- - -	288 1 11	- - -	- - -	- - -	- - -	288 1 11	101 8 4
Llandidloes, Upper	- 22	45 18 10	- - -	185 13 5	79 3 0	82 0 9	- - -	- - -	346 17 2	65 2 6
Machynlleth	- 19	47 2 10	7 13 3	457 17 1	- - -	- - -	- - -	0 7 4	458 4 5	115 5 11
Mathrafal	- 39	51 17 2	9 3 9	342 0 6	- - -	- - -	- - -	2 13 0	344 13 6	149 15 11
Montgomery, Lower	- 18	52 2 7	0 17 5	247 4 5	1 11 6	3 0 0	- - -	- - -	251 15 11	114 17 11
Montgomery, Upper	- 20	69 5 8	13 12 9	377 7 6	- - -	- - -	- - -	- - -	377 7 6	116 4 7
Newtown, Lower	- 21	42 5 6	17 1 2	293 16 5	- - -	- - -	- - -	1 7 9	295 4 2	144 10 8
Newtown, Upper	- 18	53 5 10	3 0 6	355 11 11	8 14 9	26 17 3	- - -	- - -	391 3 11	143 15 7
Pool, Upper	- 10	30 13 7	39 11 4	193 0 2	- - -	- - -	- - -	2 5 8	195 5 10	137 17 4
Boroughs	- 11	14 2 4	16 5 3	227 2 1	6 15 6	5 17 6	- - -	9 4 6	248 19 7	126 8 3
	279	653 15 4	138 9 5	3,857 15 10	117 6 11	125 10 6	- - -	20 18 3	4,121 11 6	1,731 6 4

COUNTY OF MERIONETH.

EXPENDITURE.									BALANCES, 25th March 1867.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4 6 6	- - -	- - -	6 7 2	- - -	- - -	8 0 0	2 5 10	86 13 7	30 4 9	0 2 3
29 15 9	1 13 0	0 14 0	21 17 3	- - -	- - -	56 15 0	22 15 6	367 4 11	25 18 10	19 8 0
6 18 6	1 7 6	0 2 0	0 5 0	22 12 0	15 4 4	- - -	1 17 6	64 14 5	9 8 0	3 11 1
3 18 0	0 4 6	- - -	6 7 6	- - -	- - -	0 17 6	1 9 8	27 19 11	5 2 10	5 3 4
1 6 0	0 3 0	- - -	- - -	29 10 11	5 11 0	- - -	1 0 0	52 8 8	6 19 5	-
2 8 4	- - -	0 12 0	8 0 0	- - -	- - -	- - -	5 9 2	77 11 6	4 16 9	18 12 6
48 13 1	3 8 0	1 8 0	42 16 11	52 2 11	20 15 4	65 12 6	34 17 8	676 13 0	82 10 7	46 17 2

COUNTY OF MONTGOMERY.

51 18 9	12 6 1	3 5 1	3 0 0	- - -	- - -	7 4 0	4 19 0	166 5 8	5 2 11	7 7 0
61 11 7	53 15 0	3 10 8	2 10 0	- - -	- - -	- - -	18 12 1	281 18 9	39 4 9	24 14 1
77 0 11	68 19 9	13 19 10	- - -	21 2 2	7 15 0	0 5 6	38 2 9	517 13 1	122 7 5	22 10 9
77 8 3	22 3 3	2 2 10	- - -	- - -	- - -	62 0 0	4 2 0	269 4 8	81 10 11	0 19 10
67 12 3	11 16 3	11 7 8	- - -	79 3 0	82 0 9	10 0 0	30 13 0	357 15 5	39 8 10	4 8 3
57 4 1	31 11 10	14 0 2	20 7 0	- - -	- - -	198 3 0	12 13 8	449 5 8	95 6 8	46 18 4
60 1 11	5 4 11	8 0 5	- - -	- - -	- - -	107 0 0	22 3 8	352 6 10	53 15 8	18 15 7
43 14 0	22 5 3	5 16 9	- - -	1 11 6	3 0 0	42 3 0	4 9 10	237 18 3	66 14 9	1 11 11
38 4 8	29 15 8	2 13 7	- - -	- - -	- - -	166 10 0	4 4 8	357 13 2	92 13 5	17 6 2
37 13 1	23 19 5	3 18 9	- - -	- - -	- - -	75 10 0	17 1 10	302 13 9	36 19 7	19 4 10
27 13 11	37 14 7	3 6 4	2 10 0	8 14 9	26 17 3	132 10 0	7 11 0	390 13 5	65 3 11	14 8 1
15 9 6	33 19 1	3 18 11	- - -	- - -	- - -	- - -	10 3 6	201 8 4	10 16 6	25 16 9
46 0 9	27 13 6	7 9 4	0 15 6	6 15 6	5 17 6	29 2 11	17 18 4	268 1 7	21 19 10	43 4 9
661 13 8	381 4 7	83 10 4	29 2 6	117 6 11	125 10 6	830 8 5	192 15 4	4,152 18 7	731 5 2	247 6 4

ABSTRACT of the GENERAL STATEMENTS of the RECEIPTS and EXPENDITURE on account of the several PARISHES,
25th & 26th Victoria, Cap. 61., and the 27th & 28th Victoria, Cap. 101., for the Year
ENGLAND.

NAMES OF COUNTIES.	No. of Dis- tricts.	No. of Re- turns.	Length of Highways	BALANCE, 31st December 1863.		RECEIPTS.					Manual Labour, including Contract Work.	Team Labour.
				In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.		
			M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
BEDFORDSHIRE	5	138	750 6	1,198 10 8	1,399 4 9	12,819 15 1	- - -	- - -	222 4 6	13,041 19 7	4,393 18 11	2,435 5 7
BERKSHIRE	6	102	445 4	1,330 8 11	474 12 3	10,552 0 2	55 3 10	- - -	187 12 4	10,794 16 4	3,424 2 6	2,302 8 3
BUCKINGHAMSHIRE	-	-	-	-	-	-	-	-	-	-	-	-
CAMBRIDGESHIRE	-	-	-	-	-	-	-	-	-	-	-	-
CESHIRE	12	413	1,997 0	5,735 11 9	2,608 7 4	30,209 4 8	87 0 0	- - -	355 8 7	30,651 13 3	11,039 3 10	5,182 6 3
CORNWALL	18	193	3,560 3	2,683 9 6	1,510 8 2	35,043 3 11	66 9 8	- - -	249 1 6	35,353 15 1	16,646 14 10	5,999 0 11
CUMBERLAND	5	172	1,169 6	657 2 4	304 18 2	5,588 13 10	10 0 0	- - -	4 14 1	5,603 7 11	2,859 9 10	455 17 3
DERBYSHIRE	1	16	66 7	231 0 11	178 17 6	1,133 0 0	- - -	200 0 0	17 0 6	1,350 0 6	511 8 2	107 16 10
DEVONSHIRE	25	426	6,154 5	3,667 10 11	2,871 10 2	48,002 15 5	886 0 1	- - -	309 5 11	49,198 1 5	20,179 18 1	3,225 11 3
DORSETSHIRE	9	298	1,874 3	3,270 1 10	1,581 11 11	19,337 18 9	- - -	- - -	314 17 2	19,652 15 11	7,868 7 1	5,153 11 2
DURHAM	10	270	1,261 0	1,909 4 11	1,314 13 5	24,450 14 7	175 15 11	- - -	216 8 11	24,642 19 5	10,801 4 8	3,686 10 4
ESSEX	2	49	340 2	1,026 1 9	157 9 3	3,605 8 11	44 3 11	- - -	71 3 11	3,720 16 9	909 7 4	823 0 10
GLOUCESTERSHIRE	19	307	2,094 5	4,048 1 5	2,226 10 5	32,126 10 0	566 17 3	- - -	149 10 2	32,842 17 5	15,008 8 1	6,564 6 10
HAMPSHIRE	23	310	3,152 7	4,131 19 6	927 19 7	19,826 10 10	372 17 7	- - -	297 11 4	20,496 19 9	7,644 0 11	4,364 9 11
HEREFORDSHIRE	9	229	1,318 0	2,628 10 3	635 0 11	18,108 0 6	91 9 2	- - -	173 1 6	18,372 11 2	8,523 9 2	4,356 15 0
HERTFORDSHIRE	-	-	-	-	-	-	-	-	-	-	-	-
HUNTINGDONSHIRE	5	100	400 4	1,742 16 3	390 5 11	9,879 0 0	- - -	700 0 0	183 12 2	10,762 12 2	2,896 0 11	1,892 3 11
KENT	17	375	3,708 5	7,663 2 2	3,377 1 11	62,524 6 5	689 16 3	- - -	443 0 1	63,657 2 9	24,501 1 6	12,356 6 2
LANCASHIRE	9	120	1,157 7	2,734 13 5	2,302 6 8	23,909 12 8	127 15 6	1,000 0 0	366 2 3	30,403 10 5	11,219 1 8	4,970 17 8
LEICESTERSHIRE	9	347	1,682 5	2,664 5 7	1,563 4 5	26,369 13 0	- - -	- - -	457 16 4	26,827 9 4	7,694 13 2	4,483 3 7
LINCOLNSHIRE	1	15	123 0	381 8 1	192 2 4	5,092 19 5	- - -	- - -	30 10 0	5,123 9 5	1,669 2 8	552 12 3
MIDDLESEX	1	8	100 7	940 10 11	483 17 4	4,841 0 0	- - -	- - -	279 19 3	5,120 19 8	1,123 5 9	1,065 3 0
MONMOUTH	8	139	915 3	1,395 1 9	845 15 6	9,590 4 10	- - -	250 0 0	115 14 3	9,955 19 1	3,930 14 6	1,760 3 4
NORFOLK	1	37	278 5	61 3 6	521 12 2	1,535 0 0	- - -	- - -	13 15 7	1,548 15 7	401 2 0	171 18 11
NORTHAMPTON	10	322	1,415 0	2,837 1 11	2,601 3 3	35,568 18 2	- - -	554 0 0	481 8 4	36,604 6 6	11,882 17 1	5,978 16 2
NORTHUMBERLAND	6	322	1,370 5	1,876 13 9	1,154 8 10	13,405 0 7	- - -	- - -	110 9 4	13,515 9 11	5,252 1 5	1,763 14 11
NOTTINGHAMSHIRE	8	286	1,315 4	3,514 1 7	2,082 5 3	22,272 6 7	187 7 2	- - -	429 5 11	22,883 19 8	8,651 17 6	3,951 8 1
OXFORDSHIRE	9	307	1,309 7	5,932 1 6	638 5 7	23,689 0 6	233 2 11	- - -	300 12 5	24,227 15 10	14,638 8 4	3,188 2 9
RUTLANDSHIRE	-	-	-	-	-	-	-	-	-	-	-	-
SHEREPSHIRE	12	226	2,251 4	2,272 6 0	976 1 2	19,483 18 10	600 11 6	300 0 0	195 8 3	20,579 18 7	8,847 3 4	3,505 10 11
SOMERSETSHIRE	19	487	3,797 5	6,234 1 6	2,305 1 10	43,626 8 2	684 19 11	250 0 0	522 4 1	50,083 12 2	17,674 1 3	6,086 1 4
STAFFORDSHIRE	1	17	84 7	187 17 3	75 2 6	548 10 0	- - -	- - -	7 5 0	555 15 0	254 9 6	100 12 7
SUFFOLK	5	208	1,315 2	1,816 9 11	418 9 8	11,293 7 0	89 13 4	660 0 0	151 8 4	12,194 8 8	4,631 9	1,252 12 6
SURREY	11	122	1,400 0	2,246 4 2	2,657 16 9	29,418 10 8	20 0 0	1,200 0 0	639 15 4	31,278 6 0	8,032 6 10	4,096 18 8
SUSSEX	2	36	366 0	1,795 15 11	58 4 0	7,430 0 0	- - -	- - -	6 6 6	7,436 6 6	2,412 16 6	2,318 6 9
WARWICKSHIRE	4	78	444 2	1,019 7 5	336 2 9	5,438 6 7	- - -	- - -	60 16 4	5,499 2 11	2,623 5 8	980 13 11
WESTMORLAND	-	-	-	-	-	-	-	-	-	-	-	-
WILTSHIRE	13	334	2,345 3	3,922 4 3	3,053 13 11	31,665 6 5	466 1 7	100 0 0	616 14 3	32,848 2 3	13,128 6 2	6,277 11 6
WORCESTERSHIRE	8	171	1,007 7	2,231 4 9	902 14 4	15,137 19 10	58 5 6	10 0 0	287 14 3	15,493 19 7	5,244 1 3	3,068 6 2
YORKSHIRE	4	142	989 3	2,253 19 1	2,203 14 1	15,553 15 3	87 1 8	- - -	343 11 10	15,984 8 9	10,204 8 10	2,038 6 8

NORTH WALES.

ANGLESEY	-	-	-	-	-	-	-	-	-	-	-	-
CARNARVONSHIRE	-	-	-	-	-	-	-	-	-	-	-	-
DENBIGHSHIRE	5	73	1,068 2	1,056 15 7	459 3 4	6,689 11 0	- - -	- - -	7 6 6	6,696 17 6	3,577 16 0	1,025 4 9
FLINTSHIRE	-	-	-	-	-	-	-	-	-	-	-	-
MERIONETHSHIRE	-	-	-	-	-	-	-	-	-	-	-	-
MONTGOMERYSHIRE	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	312	7,200	53,043 7	89,477 0 11	45,739 17 4	695,766 12 7	5,605 12 9	5,224 0 0	8,618 17 5	715,215 2 9	239,300 5 0	117,566 16 11

&c. in ENGLAND and NORTH WALES, so far as the same are included in the DISTRICTS formed under the Acts ending 31st December 1867, pursuant to the 28th Section of the 25th & 26th Victoria, Cap. 61.

ENGLAND.

EXPENDITURE.									BALANCE, 31st December 1867.		DEBTS.		Average Rate of Inter- est per Cent.
Materials.	Tradesmen's Bills.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
4,075 3 2	531 4 7	- - -	1,317 10 11	69 14 6	- - -	- - -	174 12 1	12,997 9 9	1,317 16 5	1,474 0 8	-	-	-
3,290 17 4	457 12 1	- - -	817 7 7	629 19 4	- - -	- - -	41 4 6	10,963 11 7	1,114 15 7	427 14 2	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
8,417 4 4	684 3 4	1,211 7 11	3,122 5 1	191 14 10	- - -	- - -	185 18 9	29,984 4 4	6,123 13 5	2,279 0 1	-	-	-
8,024 14 6	579 6 1	942 7 11	2,845 4 5	330 15 0	- - -	- - -	556 8 3	35,924 11 11	2,345 17 3	1,738 12 9	-	-	-
456 11 2	59 2 10	- - -	566 5 5	- - -	- - -	- - -	189 4 1	4,386 10 7	1,573 9 3	204 7 9	-	-	-
303 18 9	112 7 10	117 18 7	90 9 11	- - -	- - -	- - -	56 14 8	1,300 14 9	333 3 11	231 14 9	200 0 0	-	5
6,841 6 4	2,306 16 10	1,365 2 1	4,136 13 5	736 3 9	24 1 2	- - -	323 5 5	48,143 18 4	4,475 5 5	2,625 1 7	300 0 0	-	-
3,329 14 0	809 6 8	280 8 3	2,107 2 9	797 12 6	- - -	- - -	133 16 1	20,479 18 6	2,309 12 3	1,448 4 11	-	-	-
5,373 7 0	308 4 8	651 14 4	2,243 11 8	50 16 8	11 8 0	12 0 0	286 17 10	23,430 15 2	2,880 1 5	873 5 8	216 0 0	-	5
1,462 0 4	195 5 6	59 2 0	441 17 5	- - -	- - -	- - -	10 16 5	3,901 9 10	793 7 0	105 7 7	-	-	-
7,799 7 10	1,132 19 9	233 11 11	3,231 4 9	500 6 6	13 14 0	- - -	13 12 0	34,602 11 8	2,893 19 1	2,832 2 4	-	-	-
2,505 12 10	1,495 11 11	- - -	3,200 17 4	124 6 8	- - -	- - -	198 8 9	19,533 8 4	5,039 8 2	871 16 10	-	-	-
3,553 13 11	400 6 4	- - -	1,767 19 1	481 6 6	- - -	- - -	210 15 7	19,239 5 7	2,051 16 7	953 1 8	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
3,669 18 2	496 19 8	412 14 0	826 17 9	129 19 0	9 5 5	- - -	314 17 9	10,648 16 7	2,155 6 1	689 0 2	700 0 0	-	5
15,991 14 5	2,415 2 4	395 5 4	5,288 14 11	511 10 3	43 15 0	45 0 0	1,526 9 3	63,064 19 2	8,357 4 5	3,474 0 7	830 0 0	-	5
10,635 18 8	853 16 5	1,576 14 2	2,050 9 2	290 6 6	25 0 0	- - -	443 12 4	32,065 16 7	2,368 8 8	3,548 8 1	1,000 0 0	-	-
10,070 0 1	1,346 11 4	210 8 9	2,245 15 9	- - -	- - -	- - -	132 15 10	26,183 8 6	3,120 15 7	1,375 13 7	-	-	-
2,051 0 3	89 1 5	- - -	201 14 1	- - -	- - -	- - -	24 4 9	4,587 15 5	724 19 9	-	-	-	-
1,913 12 4	356 19 4	272 13 5	314 13 2	- - -	35 8 0	180 0 0	82 1 9	5,343 16 9	454 12 5	220 15 11	540 0 0	-	5
952 14 3	480 1 2	892 16 0	1,091 13 7	696 2 2	3 18 0	- - -	564 14 3	10,362 17 3	1,085 1 8	942 13 7	550 0 0	-	-
215 7 10	44 13 7	- - -	153 8 7	- - -	- - -	- - -	6 5 0	992 15 11	115 11 0	-	-	-	-
11,425 7 4	1,959 0 2	1,384 10 0	2,787 0 7	851 18 2	15 0 0	50 0 0	153 0 1	36,487 9 7	2,889 3 10	2,536 8 3	804 0 0	-	5
2,590 5 6	101 4 4	575 16 0	1,005 14 11	969 12 9	- - -	- - -	350 9 4	12,613 19 2	2,476 4 8	852 9 0	-	-	-
5,699 14 8	1,230 5 1	297 12 10	1,510 0 7	475 5 1	- - -	- - -	542 4 5	22,358 8 3	3,837 8 8	1,875 0 11	-	-	-
3,561 17 10	878 19 8	254 10 0	2,164 16 4	481 5 6	- - -	- - -	75 19 9	25,244 0 2	5,179 15 10	902 4 3	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
3,105 7 6	542 18 0	706 8 8	2,294 19 5	326 0 11	18 0 0	40 0 0	195 13 2	19,582 1 11	3,222 16 7	923 15 1	620 0 0	-	5
15,864 0 6	1,855 5 5	3,339 4 6	4,595 1 1	976 7 6	24 3 4	54 3 4	502 4 11	50,970 13 2	5,571 12 9	2,529 14 1	654 3 4	-	5½
144 6 6	60 1 10	- - -	98 6 10	- - -	- - -	- - -	- - -	657 17 3	113 1 4	102 8 10	-	-	-
2,762 4 7	922 16 8	1,345 16 11	1,280 11 4	- - -	30 13 10	42 10 0	107 0 0	12,375 15 7	1,978 14 3	762 0 11	907 10 0	-	5
10,512 16 11	2,202 13 7	1,361 14 6	2,911 7 8	227 2 9	58 17 4	- - -	1,110 14 1	30,514 12 4	3,836 2 6	3,484 1 5	2,200 0 0	37 4 10	5
1,701 9 11	229 1 9	347 1 9	588 14 4	527 5 1	55 3 9	50 0 0	187 15 10	8,415 15 8	1,183 10 7	425 7 10	950 0 0	-	5
1,035 3 2	311 1 5	- - -	644 7 9	259 15 1	- - -	- - -	56 11 4	5,910 13 4	649 14 8	378 5 5	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
8,160 15 9	1,239 13 1	306 5 3	3,033 14 10	609 7 11	73 7 0	118 0 0	366 16 2	33,313 17 8	3,460 13 6	3,038 3 7	1,449 0 0	-	5
3,150 3 6	464 7 10	841 14 11	1,596 1 7	167 19 8	54 4 0	115 0 0	381 11 6	15,083 10 5	2,602 7 6	813 7 11	900 0 0	13 19 0	5½
2,560 8 10	189 13 8	1,054 2 3	1,082 3 0	205 1 0	5 0 0	10 0 0	430 1 3	17,779 5 6	1,520 13 1	3,260 9 10	90 0 0	-	5

NORTH WALES.

-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
599 3 10	86 1 0	131 9 11	929 1 1	197 0 0	- - -	- - -	66 5 8	6,612 2 3	963 13 11	281 6 5	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
173,807 3 10	27,423 17 2	20,618 12 2	61,611 18 1	11,804 15 7	500 13 10	716 13 4	9,963 2 10	716,319 3 9	91,120 9 0	4,537 6 5	13,000 13 4	51 3 10	-

ENGLAND.

COUNTY OF BEDFORD.

NAME OF DISTRICT.	Length of Highways	BALANCE, 31st December 1886.		RECEIPTS.					Manual Labour, including Contract Work.	Team Labour.
		In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bedford - - - 23	142 3	75 10 11	237 17 7	1,880 15 0	- - -	- - -	13 9 6	1,894 4 6	509 10 8	516 7 5
Biggleswade - - - 34	122 3	357 10 1	75 15 4	1,684 10 0	- - -	- - -	40 9 10	1,724 19 10	798 18 2	413 17 5
Bletsoe - - - 26	108 2	19 17 2	481 10 2	2,755 10 1	- - -	- - -	7 0 6	2,762 10 7	785 15 6	357 3 1
Luton - - - 20	171 6	435 12 1	400 19 4	3,163 0 0	- - -	- - -	30 8 0	3,193 8 0	1,139 3 9	336 8 5
Woburn - - - 35	206 0	310 0 5	203 2 4	3,336 0 0	- - -	- - -	130 16 8	3,466 16 8	1,160 12 10	811 9 3
138	750 6	1,198 10 8	1,399 4 9	12,819 15 1	- - -	- - -	222 4 6	13,041 19 7	4,383 18 11	2,435 5 7

COUNTY OF BERKS.

Abingdon - - - 31	83 0	150 10 7	246 5 0	2,242 5 0	- - -	- - -	80 16 11	2,323 1 11	1,086 17 3	476 18 6
Easthampstead - - 4	72 0	95 7 5	- - -	719 0 0	- - -	- - -	17 17 3	736 17 3	257 8 7	216 18 1
Faringdon - - - 25	110 6	556 1 10	- - -	3,868 0 0	55 3 10	- - -	52 10 4	3,975 14 2	1,083 18 2	648 3 9
Ilsey - - - 10	68 0	139 18 0	38 12 1	780 0 0	- - -	- - -	11 14 6	791 14 6	363 6 0	186 13 1
Moreton - - - 14	46 3	215 12 3	31 3 1	767 15 2	- - -	- - -	- - -	767 15 2	157 10 7	166 4 0
Wantage - - - 18	65 3	172 18 10	158 12 1	2,175 0 0	- - -	- - -	24 13 4	2,199 13 4	475 1 11	607 10 10
102	445 4	1,330 8 11	474 12 3	10,552 0 2	55 3 10	- - -	187 12 4	10,794 16 4	3,424 2 6	2,302 8 3

COUNTY OF CHESTER.

Audlem - - - 17	130 6	318 13 1	167 17 6	1,130 17 6	- - -	- - -	- - -	1,130 17 6	499 18 8	111 4 6
Broxton, East - - 47	130 2	286 4 8	156 8 3	1,079 7 0	- - -	- - -	- - -	1,079 7 0	348 12 5	195 16 8
Broxton, West - - 33	79 3	277 10 5	76 7 4	1,043 0 0	- - -	- - -	- - -	1,043 0 0	319 15 3	150 1 10
Bucklow, East - - 35	258 5	1,053 19 0	205 2 6	4,279 0 0	- - -	- - -	34 15 11	4,313 15 11	1,650 16 3	535 18 2
Daresbury - - - 33	140 3	492 4 7	69 16 2	3,295 18 11	- - -	- - -	25 0 0	3,320 18 11	624 3 4	276 1 7
Eddisbury, East - - 21	103 2	348 16 3	39 2 9	1,032 5 0	- - -	- - -	18 0 0	1,050 5 0	471 16 8	196 7 1
Eddisbury, West - - 34	157 4	264 13 3	179 16 0	2,340 10 0	- - -	- - -	- - -	2,340 10 0	938 0 9	347 6 11
Nantwich - - - 10	129 4	274 18 10	- - -	1,089 2 11	- - -	- - -	- - -	1,089 2 11	377 12 8	224 18 3
Northwich - - - 60	259 3	311 10 6	598 11 1	4,063 15 0	87 0 0	- - -	54 18 6	4,210 13 6	1,755 6 0	770 11 11
Prestbury - - - 42	300 1	922 14 10	388 3 7	4,311 10 0	- - -	- - -	- - -	4,311 10 0	1,547 8 5	1,241 5 7
Stockport and Hyde - 21	132 4	381 17 10	64 5 11	2,890 0 0	- - -	- - -	220 18 8	3,110 18 8	1,233 17 10	578 8 1
Wirral - - - 60	175 3	852 8 6	662 16 3	3,648 18 4	- - -	- - -	1 15 6	3,650 13 10	1,276 15 7	554 5 8
413	1,997 0	5,785 11 9	2,608 7 4	30,209 4 8	87 0 0	- - -	355 8 7	30,651 13 3	11,039 3 10	5,182 6 3

COUNTY OF CORNWALL.

Callington - - - 11	307 0	318 10 2	70 6 2	3,426 0 0	- - -	- - -	45 2 8	3,471 2 8	1,771 5 5	811 16 7
Camborne - - - 8	150 2	181 15 5	371 2 10	2,177 0 0	- - -	- - -	- - -	2,177 0 0	1,604 18 5	163 11 5
Camelford - - - 16	*203 0	139 11 9	33 4 1	1,401 0 0	- - -	- - -	- - -	1,401 0 0	812 11 1	167 10 9
Falmouth - - - 9	157 2	225 1 3	89 2 2	1,799 0 0	- - -	- - -	5 2 6	1,804 2 6	604 12 10	260 2 3
Helston, North - - 4	160 0	128 6 6	- - -	1,628 5 0	- - -	- - -	71 12 0	1,699 17 0	929 8 8	393 5 8
Helston, South - - 12	153 0	58 18 6	61 3 4	1,026 0 0	- - -	- - -	- - -	1,026 0 0	252 1 8	93 16 0
Launceston - - - 15	183 4	31 15 10	150 8 1	1,762 18 0	- - -	- - -	1 12 0	1,764 10 0	423 15 10	197 14 10
Liskeard - - - 11	228 7	159 10 8	113 12 8	2,595 0 0	- - -	- - -	2 2 8	2,597 2 8	307 10 11	52 14 0
Penzance - - - 9	85 2	57 4 6	27 1 2	857 10 0	- - -	- - -	- - -	857 10 0	523 5 8	159 18 4
Powder, West - - - 9	259 0	112 10 4	13 14 0	1,931 0 0	- - -	- - -	3 17 3	1,934 17 3	1,101 16 0	187 6 2

* Estimated.

† Including Contract Work.

ENGLAND.

COUNTY OF BEDFORD.

EXPENDITURE.									BALANCE, 31st December 1867.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Tradesmen's Bills.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPEN- DITURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
688 15 0	96 11 5	- - -	265 10 9	- - -	- - -	- - -	0 3 0	2,076 13 3	103 13 0	448 13 5	-	-	-
304 11 4	100 3 0	- - -	270 13 4	23 4 6	- - -	- - -	63 7 6	1,974 13 3	256 16 9	225 0 5	-	-	-
873 1 7	77 7 6	- - -	213 13 0	46 10 0	- - -	- - -	78 19 0	2,437 14 8	170 8 4	307 5 5	-	-	-
1,073 9 10	103 10 2	- - -	291 9 0	- - -	- - -	- - -	18 0 1	2,962 1 3	446 14 8	180 15 2	-	-	-
1,130 5 5	153 12 6	- - -	275 14 10	- - -	- - -	- - -	14 2 6	3,543 17 4	339 18 8	312 1 3	-	-	-
4,075 3 2	531 4 7	- - -	1,317 10 11	69 14 6	- - -	- - -	174 12 1	12,997 9 9	1,317 16 5	1,474 0 8	-	-	-

COUNTY OF BERKS.

261 7 3	42 11 8	- - -	193 19 6	95 17 4	- - -	- - -	6 15 10	2,164 7 4	211 4 10	148 4 8	-	-	-
93 6 7	78 6 7	- - -	79 17 1	- - -	- - -	- - -	- - -	730 16 11	101 7 9	-	-	-	-
1,958 4 9	222 16 6	- - -	235 2 6	352 12 0	- - -	- - -	- - -	4,500 17 8	93 8 11	62 10 7	-	-	-
182 19 9	68 18 6	- - -	72 10 8	- - -	- - -	- - -	5 6 0	879 14 0	30 4 6	16 13 1	-	-	-
157 1 8	10 3 0	- - -	66 5 11	- - -	- - -	- - -	- - -	557 5 2	493 9 0	98 9 10	-	-	-
632 17 4	34 15 10	- - -	169 11 11	181 10 0	- - -	- - -	29 2 8	2,130 10 6	135 0 7	101 11 0	-	-	-
3,290 17 4	457 12 1	- - -	817 7 7	629 19 4	- - -	- - -	41 4 6	10,963 11 7	1,114 15 7	427 14 2	-	-	-

COUNTY OF CHESTER.

327 1 2	47 14 0	- - -	186 5 0	- - -	- - -	- - -	- - -	1,122 3 4	342 3 2	182 13 5	-	-	-
228 2 7	110 18 2	- - -	163 1 7	- - -	- - -	- - -	0 13 1	1,052 4 6	316 7 5	159 8 6	-	-	-
253 5 7	- - -	- - -	208 14 3	- - -	- - -	- - -	- - -	936 16 11	322 13 3	15 7 1	-	-	-
1,746 11 1	142 8 9	- - -	353 3 9	- - -	- - -	- - -	30 19 0	4,439 17 0	916 17 8	194 2 3	-	-	-
909 0 7	49 17 8	1,197 19 2	253 13 7	12 0 0	- - -	- - -	22 1 7	3,344 17 6	521 13 5	123 3 7	-	-	-
219 4 4	26 12 3	- - -	167 19 10	- - -	- - -	- - -	10 8 6	1,092 8 8	277 13 11	10 4 1	-	-	-
603 10 1	- - -	- - -	267 12 4	7 10 0	- - -	- - -	- - -	2,159 0 1	353 10 0	87 2 10	-	-	-
376 10 7	21 13 9	13 8 9	194 18 6	- - -	- - -	- - -	- - -	1,209 2 6	130 14 5	25 15 2	-	-	-
1,431 10 1	93 12 4	- - -	335 13 1	- - -	- - -	- - -	7 4 1	4,398 17 6	262 4 10	737 9 5	-	-	-
552 14 8	129 19 1	- - -	315 8 6	- - -	- - -	- - -	21 16 8	3,808 12 11	1,165 1 1	127 12 9	-	-	-
994 0 4	46 6 10	- - -	337 6 2	172 4 10	- - -	- - -	42 15 10	3,404 19 11	251 18 7	228 7 11	-	-	-
770 13 3	10 0 6	- - -	403 8 6	- - -	- - -	- - -	- - -	3,015 3 6	1,212 15 8	337 13 1	-	-	-
8,417 4 4	684 3 4	1,211 7 11	3,122 5 1	191 14 10	- - -	- - -	135 18 9	29,984 4 4	6,123 13 5	2,279 0 1	-	-	-

COUNTY OF CORNWALL.

248 11 9	34 1 5	550 0 0	171 0 0	- - -	- - -	- - -	49 16 4	3,636 11 6	145 13 2	62 18 0	-	-	-
570 15 9	7 0 8	- - -	194 6 9	- - -	- - -	- - -	64 14 8	2,605 7 8	43 11 5	666 16 6	-	-	-
305 14 4	17 10 9	- - -	129 4 9	- - -	- - -	- - -	19 14 8	1,449 6 4	104 9 3	46 7 11	-	-	-
563 3 11	19 14 3	- - -	204 12 11	- - -	- - -	- - -	20 3 7	1,762 9 9	199 6 0	21 14 2	-	-	-
80 12 5	25 1 0	146 0 0	122 19 6	- - -	- - -	- - -	- - -	1,697 7 3	130 16 3	-	-	-	-
584 19 10	44 14 9	- - -	111 10 6	- - -	- - -	- - -	8 17 7	1,096 0 4	54 0 10	126 6 0	-	-	-
792 0 5	14 10 0	- - -	139 2 6	- - -	- - -	- - -	32 0 7	1,599 4 2	91 14 9	45 1 2	-	-	-
11,690 0 0	11 10 6	- - -	167 10 9	- - -	- - -	- - -	230 13 1	2,460 4 3	230 6 1	47 9 8	-	-	-
88 16 2	18 7 5	- - -	138 7 9	- - -	- - -	- - -	2 19 6	936 14 10	33 0 9	82 2 3	-	-	-
531 18 0	26 16 10	- - -	156 16 10	- - -	- - -	- - -	- - -	2,904 13 10	94 5 6	65 5 9	-	-	-

COUNTY OF CORNWALL—continued.

NAME OF DISTRICT.	Length of Highways	BALANCE, 31st December 1866.		RECEIPTS.					Manual Labour, including Contract Work.	Team Labour.	
		In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.			
Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
St. Austell - - - 8	182 0	242 4 0	151 10 5	4,221 0 0	- - -	- - -	55 16 6	4,276 16 6	2,122 16 9	1,008 14 3	
St. Columb - - - 17	392 0	344 13 8	72 12 3	2,983 6 3	- - -	- - -	7 10 0	2,990 16 3	1,590 2 10	746 6 7	
St. Germans - - - 11	189 4	298 14 9	35 14 0	1,929 0 0	66 9 8	- - -	15 11 4	2,011 1 0	569 13 3	384 15 9	
Stratton - - - 11	171 3	230 19 10	113 14 9	1,696 0 0	- - -	- - -	5 10 2	1,701 10 2	1,085 6 1	412 15 7	
Trecan Gate - - - 10	202 0	24 2 5	15 8 9	1,182 0 0	- - -	- - -	3 16 2	1,185 16 2	627 17 4	191 3 6	
Tregony - - - 16	120 6	40 0 3	45 2 6	1,195 10 8	- - -	- - -	10 12 11	1,206 3 7	451 18 8	260 19 2	
Trigg - - - 13	261 0	43 8 9	138 16 9	2,053 0 0	- - -	- - -	14 5 7	2,067 5 7	1,085 7 7	286 8 5	
Tywardreath - - - 8	149 5	46 0 11	7 14 3	1,179 14 0	- - -	- - -	6 9 9	1,186 3 9	687 5 10	220 1 8	
	198	3,560 3	2,683 9 6	1,510 8 2	35,043 3 11	66 9 8	- - -	249 1 6	35,358 15 1	16,646 14 10	5,999 0 11

COUNTY OF CUMBERLAND.

Alston - - - 2	40 0	60 19 10	- - -	181 8 9	- - -	- - -	- - -	181 8 9	183 7 1	11 18 0	
Brampton - - - 26	163 6	63 8 1	39 1 4	1,074 0 3	- - -	- - -	- - -	1,074 0 3	446 9 0	50 11 0	
Leath Ward - - - 66	441 7	199 8 7	168 11 3	2,539 17 8	10 0 0	- - -	- - -	2,549 17 8	1,541 5 0	338 0 2	
Longtown - - - 24	208 4	71 2 6	22 11 2	655 10 0	- - -	- - -	4 14 1	660 13 1	176 9 11	2 16 6	
Wigton - - - 54	815 5	262 3 4	74 14 5	1,137 8 2	- - -	- - -	- - -	1,137 8 2	511 18 10	52 11 7	
172	1,169 6	657 2 4	304 18 2	5,588 13 10	10 0 0	- - -	4 14 1	5,603 7 11	2,869 9 10	455 17 3	

COUNTY OF DERBY.

Swadlincote - - - 16	66 7	231 0 11	178 17 6	1,133 0 0	- - -	200 0 0	17 0 6	1,350 0 6	511 8 2	107 16 10	
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COUNTY OF DEVON.

Ashburton - - - 10	239 0	25 1 2	90 6 10	1,434 10 0	- - -	- - -	0 14 6	1,435 4 6	945 0 0	244 19 1	
Arminster - - - 13	209 1	32 2 10	68 19 9	1,349 5 0	- - -	- - -	4 2 6	1,353 7 6	976 2 2	- - -	
Barnstaple - - - 15	238 6	541 6 9	87 11 9	1,768 0 0	220 7 6	- - -	- - -	1,988 7 6	1,283 15 1	376 18 8	
Bideford - - - 16	247 5	323 3 11	8 17 4	1,489 10 0	17 10 0	- - -	0 11 3	1,507 11 3	476 14 11	276 15 8	
Chumleigh - - - 20	265 6	165 2 5	259 1 1	2,846 0 0	30 15 0	- - -	100 0 0	2,976 15 0	646 7 8	- - -	
Crediton - - - 20	220 0	81 12 4	20 10 10	2,585 1 1	25 9 7	- - -	114 4 6	2,724 15 2	1,967 2 0	- - -	
Crookernwell - - - 14	276 5	315 5 4	5 7 4	2,258 10 0	- - -	- - -	40 8 0	2,298 18 0	1,013 0 5	- - -	
Cullompton - - - 16	327 0	139 9 6	91 10 1	2,079 0 0	87 18 3	- - -	2 17 3	2,169 15 6	1,288 8 4	163 6 11	
Ermington and Plympton - 13	305 0	124 12 3	152 2 6	2,924 0 0	- - -	- - -	13 5 9	2,937 5 9	2,189 13 8	2 12 0	
Great Torrington - - - 19	226 4	183 9 4	177 7 1	1,515 0 0	9 15 0	- - -	- - -	1,524 15 0	1,234 0 10	77 15 7	
Hatherleigh - - - 17	208 4	70 12 6	39 16 6	2,039 10 0	- - -	- - -	10 0 0	2,049 10 0	1,431 4 0	- - -	
Holsworthy - - - 21	272 2	232 14 1	115 17 0	2,290 10 0	- - -	- - -	12 14 5	2,303 4 5	612 15 11	385 17 10	
Honiton - - - 19	227 6	256 11 7	14 19 5	1,200 10 0	- - -	- - -	- - -	1,200 10 0	1,078 5 0	- - -	
Ilfracombe - - - 21	244 2	77 18 4	244 4 3	1,483 17 5	154 2 6	- - -	2 3 0	1,640 2 11	1,118 13 9	77 6 7	
Kingsbridge - - - 21	283 2	50 11 10	106 14 4	2,148 5 0	- - -	- - -	3 3 0	2,151 8 0	1,298 14 11	46 12 2	
Lifton - - - 18	248 0	103 19 9	160 5 6	2,462 18 8	- - -	- - -	1 18 0	2,464 16 8	629 8 1	107 0 10	
Midland Roborough - - 11	176 0	155 8 8	183 1 4	1,696 0 0	- - -	- - -	- - -	1,696 0 0	899 9 3	490 6 8	
Newton Abbot - - - 22	315 1	147 16 0	284 10 8	2,001 18 2	- - -	- - -	2 18 9	2,004 16 11	523 4 3	216 7 8	
Ottery - - - 9	98 0	29 16 3	42 7 9	802 11 0	- - -	- - -	- - -	802 11 0	465 0 5	- - -	
Southmolton - - - 20	293 7	127 8 10	76 10 8	1,890 0 6	30 11 10	- - -	- - -	1,920 11 10	1,379 8 2	402 14 11	
Tavistock - - - 11	313 3	27 6 11	117 18 5	1,819 0 0	- - -	- - -	0 2 6	1,819 2 6	1,078 17 4	195 0 8	
Tiverton - - - 19	275 4	95 13 6	126 0 8	1,940 0 0	304 9 2	- - -	- - -	2,233 9 2	1,310 10 8	188 3 0	
Totnes - - - 13	220 2	85 10 9	19 0 5	1,502 0 0	- - -	- - -	0 2 6	1,502 2 6	1,153 4 11	3 13 0	
Wonford - - - 30	228 5	267 17 3	269 19 6	2,994 8 8	5 1 3	- - -	- - -	2,999 9 11	2,743 16 4	- - -	
Woodbury - - - 13	154 4	7 3 10	123 11 2	1,473 10 5	- - -	- - -	- - -	1,473 10 5	832 0 0	- - -	
426	6,154 5	3,667 10 11	2,871 10 2	48,002 15 5	886 0 1	- - -	309 5 11	49,198 1 5	29,179 18 1	3,225 11 3	

*Annuity. † Payable by Annuity for 20 years.—One annual Instalment has been paid.

- - - COUNTY OF CORNWALL—continued.

EXPENDITURE.									BALANCE, 31st December 1867.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Tradesmen's Bills.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
342 13 3	80 14 3	34 5 0	196 15 7	311 15 0	- - -	- - -	2 10 6	4,100 4 7	414 9 8	147 4 2	-	-	-
660 8 7	36 12 10	- - -	193 2 7	- - -	- - -	- - -	30 8 11	3,257 2 4	149 4 0	143 8 8	-	-	-
806 19 10	114 11 8	105 13 7	171 6 3	- - -	- - -	- - -	11 17 9	2,164 18 1	193 0 8	88 17 0	-	-	-
49 10 7	21 15 1	105 9 4	121 13 2	- - -	- - -	- - -	52 14 7	1,849 4 5	64 18 4	95 7 6	-	-	-
173 0 2	12 13 6	- - -	124 10 9	- - -	- - -	- - -	- - -	1,129 5 3	84 0 10	13 16 3	-	-	-
147 17 3	33 14 2	- - -	170 18 9	- - -	- - -	- - -	13 16 8	1,079 4 8	126 3 0	4 6 4	-	-	-
287 2 6	46 1 3	1 0 0	181 10 6	- - -	- - -	- - -	- - -	1,867 10 3	149 0 2	44 12 10	-	-	-
120 9 9	13 15 9	- - -	152 14 7	19 0 0	- - -	- - -	15 14 10	1,229 2 5	27 16 7	32 8 7	-	-	-
8,024 14 6	579 6 1	942 7 11	2,845 4 5	330 15 0	- - -	- - -	556 8 3	35,924 11 11	2,345 17 3	1,788 12 9	-	-	-

- - - COUNTY OF CUMBERLAND.

- - -	- - -	- - -	43 10 5	- - -	- - -	- - -	- - -	238 15 6	5 18 1	2 5 0	-	-	-
33 0 7	1 0 10	- - -	93 11 11	- - -	- - -	- - -	- - -	624 13 4	496 1 10	22 8 2	-	-	-
235 16 11	33 5 3	- - -	255 10 9	- - -	- - -	- - -	4 0 0	2,407 18 1	241 17 9	69 0 10	-	-	-
34 8 5	7 16 2	- - -	87 6 10	- - -	- - -	- - -	2 17 11	311 15 9	399 13 1	2 4 5	-	-	-
153 5 3	17 0 7	- - -	86 5 6	- - -	- - -	- - -	182 6 2	1,003 7 11	429 18 6	108 9 4	-	-	-
456 11 2	59 2 10	- - -	563 5 5	- - -	- - -	- - -	189 4 1	4,536 10 7	1,673 9 3	204 7 9	-	-	-

- - - COUNTY OF DERBY.

303 18 9	112 7 10	117 13 7	90 9 11	- - -	- - -	- - -	56 14 8	1,300 14 9	333 3 11	231 14 9	200 0 0	- - -	5
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- - - COUNTY OF DEVON.

89 5 7	76 8 7	- - -	159 5 7	- - -	- - -	- - -	3 18 5	1,518 17 3	11 11 10	160 10 3	-	-	-
- - -	161 5 3	- - -	210 12 4	- - -	- - -	- - -	- - -	1,347 19 9	50 2 1	76 11 3	-	-	-
50 13 5	112 12 4	- - -	214 2 0	7 7 4	- - -	- - -	- - -	2,045 8 10	896 13 8	-	-	-	-
685 16 6	67 19 11	- - -	153 13 5	- - -	- - -	- - -	7 19 6	1,668 19 11	165 1 3	12 3 4	-	-	-
1,172 17 2	192 3 0	187 11 4	149 4 10	199 3 6	*24 1 2	- - -	- - -	2,551 8 8	412 6 4	80 18 8	†300 0 0	-	†
- - -	- - -	475 1 11	147 4 0	18 11 5	- - -	- - -	- - -	2,607 19 4	189 14 10	11 17 6	-	-	-
- - -	9 7 5	284 1 4	156 3 9	- - -	- - -	- - -	1 2 6	2,063 15 5	545 0 7	-	-	-	-
128 11 10	87 15 10	- - -	176 18 6	- - -	- - -	- - -	54 9 4	1,899 10 9	380 10 5	62 6 3	-	-	-
296 8 0	56 7 9	- - -	210 15 8	19 13 2	- - -	- - -	57 19 11	2,833 10 2	248 15 11	172 10 7	-	-	-
1 8 0	13 16 9	- - -	159 13 0	151 19 7	- - -	- - -	27 16 5	1,666 15 2	135 19 8	271 17 7	-	-	-
134 11 10	210 6 10	152 11 6	141 15 0	10 18 3	- - -	- - -	- - -	2,081 7 5	52 5 2	53 6 7	-	-	-
1,056 10 11	52 17 4	- - -	156 1 1	- - -	- - -	- - -	2 6 10	2,266 9 11	231 15 5	28 3 10	-	-	-
- - -	96 1 4	- - -	153 5 8	- - -	- - -	- - -	- - -	1,327 12 0	209 9 6	94 19 4	-	-	-
29 8 7	46 2 8	- - -	154 11 0	- - -	- - -	- - -	8 16 6	1,434 19 1	122 0 8	83 2 9	-	-	-
406 13 6	87 9 10	63 0 5	274 13 6	97 14 5	- - -	- - -	29 13 3	2,304 12 0	86 11 3	295 17 9	-	-	-
1,296 19 7	216 9 6	† - - -	170 19 1	- - -	- - -	- - -	35 19 0	2,456 16 1	73 4 1	121 9 3	-	-	-
57 3 10	11 16 0	- - -	163 3 0	- - -	- - -	- - -	19 8 0	1,611 6 9	117 15 8	60 15 1	-	-	-
826 10 7	128 15 5	- - -	178 17 3	60 18 2	- - -	- - -	- - -	1,939 13 4	232 1 0	303 12 1	-	-	-
- - -	36 9 0	107 7 4	87 5 10	- - -	- - -	- - -	26 11 5	722 14 0	76 8 3	9 2 9	-	-	-
45 14 8	94 17 1	- - -	150 13 10	78 3 1	- - -	- - -	- - -	2,151 11 9	50 3 6	230 10 3	-	-	-
231 0 1	38 16 5	- - -	216 3 11	- - -	- - -	- - -	18 17 4	1,778 15 9	12 19 11	63 2 8	-	-	-
236 14 4	23 13 0	- - -	101 10 10	- - -	- - -	- - -	3 2 0	1,863 13 10	368 19 7	9 11 5	-	-	-
86 13 2	38 17 5	- - -	147 15 0	10 8 11	- - -	- - -	0 4 0	1,440 16 5	77 18 8	0 2 3	-	-	-
- - -	245 13 7	115 8 3	187 12 2	81 5 11	- - -	- - -	5 1 0	3,878 17 3	24 6 1	396 15 8	-	-	-
8 4 9	200 14 7	- - -	114 8 2	- - -	- - -	- - -	25 0 0	1,180 7 6	203 10 1	25 14 6	-	-	-
6,841 6 4	2,306 16 10	1,365 2 1	4,136 13 5	736 3 9	24 1 2	- - -	323 5 5	48,143 18 4	4,475 5 5	2,625 1 7	300 0 0	-	-

† 350*l.* 13*s.* 8*d.* for permanent Improvements is included with the other items. § Including 47 m. 4 fur. 19 per. of Turnpike Road repaired by the Board.

COUNTY OF DORSET.

NAME OF DISTRICT.	Length of Highways	BALANCE, 31st December 1866.		RECEIPTS.					Manual Labour, including Contract Work.	Team Labour.
		In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	M. P.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Blandford - - - - -	31	107 4	119 13 10	163 15 9	901 5 3	- - - - -	1 13 6	902 18 9	455 15 6	103 8 0
Bridport - - - - -	46	*355 7	515 1 1	437 3 7	4,659 18 0	- - - - -	112 8 6	4,772 6 6	1,415 3 9	910 4 6
Cerne - - - - -	25	122 6	329 14 10	9 14 0	1,094 4 2	- - - - -	- - - - -	1,094 4 2	647 8 3	258 7 2
Dorchester - - - - -	63	422 2	1,090 13 6	116 13 8	2,624 11 8	- - - - -	0 6 0	2,624 17 8	1,125 5 4	805 17 6
Shaftesbury - - - - -	24	181 3	178 11 3	375 3 5	3,621 0 0	- - - - -	96 13 0	3,717 13 0	1,322 0 2	1,013 4 10
Sherborne - - - - -	26	147 1	305 10 5	67 11 9	951 0 0	- - - - -	34 2 6	985 2 6	537 8 8	275 15 4
Sturminster - - - - -	21	144 0	200 14 6	37 6 3	2,373 1 0	- - - - -	49 13 0	2,422 14 0	886 7 5	839 2 1
Wareham - - - - -	28	153 0	343 16 11	95 19 4	1,483 1 11	- - - - -	20 0 8	1,503 2 7	801 10 8	478 13 2
Wimborne - - - - -	34	240 4	186 5 6	278 4 2	1,629 16 9	- - - - -	- - - - -	1,629 16 9	677 7 4	468 18 1
	293	1,874 3	3,270 1 10	1,581 11 11	19,337 18 9	- - - - -	314 17 2	19,652 15 11	7,868 7 1	5,153 11 2

* Including 47 miles 6 furlongs of Turnpike Road repaired by the Board.

COUNTY OF DURHAM.

Auckland - - - - -	39	170 6	408 8 5	295 10 3	3,487 0 0	- - - - -	69 1 6	3,556 1 6	1,416 8 0	539 6 11
Barnard Castle - - - - -	23	116 4	99 1 7	33 2 1	1,099 0 0	2 13 4	17 5 3	1,118 18 7	693 3 3	270 4 1
Castle Eden and Seaham -	19	100 6	65 16 4	242 11 8	1,725 19 0	- - - - -	4 9 2	1,730 8 2	735 12 9	291 19 3
Darlington - - - - -	32	81 5	59 12 8	102 16 6	1,640 0 3	- - - - -	3 0 0	1,643 0 3	632 15 0	2 17 0
Durham and Chester-le-Street	42	180 2	182 15 10	116 11 11	4,023 0 0	55 18 4	51 6 2	4,130 4 6	1,754 2 8	744 15 1
Gateshead and South Shields	12	60 1	162 2 5	272 2 11	1,936 16 5	- - - - -	8 4 9	1,945 1 2	729 18 3	391 15 9
Houghton-le-Spring and Sunderland }	26	84 0	248 17 3	63 3 8	2,355 10 0	- - - - -	8 12 4	2,364 2 4	611 14 5	369 12 8
Lanchester - - - - -	23	241 0	478 12 3	121 18 4	3,996 19 5	117 4 3	50 7 7	4,164 11 3	2,511 1 7	355 4 11
Stockton and Hartlepool -	42	142 6	75 4 5	25 2 0	2,927 16 8	- - - - -	4 2 2	2,931 18 10	1,153 13 2	496 0 4
Weardale - - - - -	12	83 2	128 13 9	41 14 1	1,258 12 10	- - - - -	- - - - -	1,258 12 10	552 15 7	224 14 4
	270	1,261 0	1,909 4 11	1,314 13 5	24,450 14 7	175 15 11	216 8 11	24,842 19 5	10,801 4 8	3,636 10 4

COUNTY OF ESSEX.

Dunmow - - - - -	22	195 3	245 19 10	102 14 10	1,514 10 0	14 13 11	46 13 6	1,576 2 5	565 3 0	152 13 3
Rochford - - - - -	27	144 7	780 1 11	54 14 5	2,990 18 11	29 10 0	24 5 5	2,144 14 4	344 4 4	670 7 7
	49	340 2	1,026 1 9	157 9 3	3,605 8 11	44 3 11	71 3 11	3,720 16 9	909 7 4	823 0 10

COUNTY OF GLOUCESTER.

Badgworth - - - - -	10	69 0	226 11 8	125 13 7	1,556 5 0	- - - - -	4 10 0	1,560 15 0	540 17 5	474 12 4
Bishop's Cleeve - - - - -	8	54 0	20 19 0	92 14 4	1,613 0 0	84 15 0	- - - - -	1,697 15 0	432 15 2	436 14 5
Campden - - - - -	20	98 5	238 9 8	87 13 6	1,971 0 0	- - - - -	4 14 8	1,975 14 8	781 2 6	513 2 0
Cirencester - - - - -	32	199 5	529 14 3	279 11 1	1,424 11 11	5 5 0	40 8 2	1,470 5 1	1,248 4 1	260 13 6
Fairford - - - - -	13	120 2	443 5 6	- - - - -	1,343 0 0	34 19 0	1 3 4	1,379 2 4	873 8 3	285 0 6
Gloucester - - - - -	25	68 4	202 8 6	155 3 3	1,753 0 0	- - - - -	- - - - -	1,753 0 0	631 14 3	352 3 2
Lawford's Gate - - - - -	11	183 7	236 19 4	35 4 1	3,072 8 6	- - - - -	12 16 6	3,085 5 0	788 4 3	115 13 10
Lydney* - - - - -	7	52 6	131 18 11	- - - - -	530 0 0	- - - - -	- - - - -	530 0 0	337 10 11	103 11 0
Moreton-in-Marsh - - - - -	18	78 6	135 16 8	49 17 11	1,471 17 6	- - - - -	9 1 0	1,480 18 6	479 1 6	322 9 9
Newent - - - - -	12	120 0	122 19 0	24 15 10	1,362 11 1	- - - - -	23 7 3	1,375 18 4	367 7 7	382 11 10
Northleach - - - - -	25	175 1	253 8 1	168 19 10	1,720 15 0	- - - - -	1 10 0	1,722 5 0	1,308 13 8	205 12 7
Sodbury - - - - -	22	174 0	127 15 0	87 7 2	2,898 9 0	- - - - -	2 0 9	2,900 9 9	1,597 19 3	604 3 1
Stow-on-the-Wold - - - - -	24	111 4	332 12 11	47 13 0	1,593 17 5	- - - - -	10 14 9	1,604 12 2	604 19 4	379 19 1
Stroud - - - - -	5	104 0	5 14 2	90 5 3	1,405 12 4	130 16 3	- - - - -	1,536 8 7	535 14 0	153 7 1
Tetbury - - - - -	11	62 0	122 11 8	24 8 4	501 0 0	- - - - -	- - - - -	501 0 0	322 13 5	96 1 0
Thornbury - - - - -	13	136 6	391 13 10	109 18 8	1,849 7 1	- - - - -	16 16 6	1,866 3 7	493 1 5	406 1 4
Wheatenhurst - - - - -	17	76 6	31 3 2	340 10 5	1,583 11 0	- - - - -	4 0 0	1,587 11 0	622 3 4	285 2 0
Winchcomb - - - - -	23	†193 0	446 16 7	506 4 9	3,693 0 0	311 2 0	10 17 6	4,014 19 6	2,364 16 11	897 4 11
Wotton-under-Edge - - - - -	6	52 1	42 3 6	0 9 5	793 4 2	- - - - -	7 9 9	800 13 11	503 0 10	285 2 11
	307	2,094 5	4,048 1 5	2,226 10 5	32,126 10 0	566 17 3	149 10 2	32,842 17 5	15,008 8 1	6,564 6 10

* From the 1st May 1867.

† Including 15 miles 2 furlongs of Turnpike Road repaired by the Board.

COUNTY OF DORSET.

EXPENDITURE.									BALANCE, 31st December, 1867.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Tradesmen's Bills.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPEN- DITURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
109 9 10	35 11 1	- - -	142 8 10	- - -	- - -	- - -	1 6 0	847 19 9	83 5 5	72 8 4	—	—	-
1,194 17 6	98 11 3	216 3 4	329 19 1	797 12 6	- - -	- - -	29 19 6	4,992 11 5	220 4 11	362 12 4	—	—	-
51 7 7	60 19 10	- - -	169 19 6	- - -	- - -	- - -	- - -	1,188 2 4	258 3 4	32 0 8	—	—	-
807 11 10	222 11 6	- - -	280 9 3	- - -	- - -	- - -	35 13 6	3,277 8 11	577 18 2	256 9 7	—	—	-
702 18 9	46 2 8	32 7 5	275 13 11	- - -	- - -	- - -	22 12 11	3,415 0 8	271 6 5	165 6 3	—	—	-
80 1 4	12 10 2	- - -	195 19 0	- - -	- - -	- - -	- - -	1,101 14 6	182 17 1	61 10 5	—	—	-
259 14 9	56 2 8	- - -	232 9 3	- - -	- - -	- - -	16 16 7	2,290 12 9	345 19 8	50 10 2	—	—	-
4 18 4	43 17 9	- - -	227 18 0	- - -	- - -	- - -	27 7 7	1,584 5 6	216 19 9	50 5 1	—	—	-
118 14 1	232 19 9	31 17 6	252 5 11	- - -	- - -	- - -	- - -	1,782 2 8	152 17 6	397 2 1	—	—	-
3,329 14 0	809 6 8	280 8 3	2,107 2 9	797 12 6	- - -	- - -	133 16 1	20,479 18 6	2,309 12 3	1,448 4 11	—	—	-

COUNTY OF DURHAM.

627 15 7	54 2 4	220 0 0	241 15 3	- - -	- - -	- - -	7 10 0	3,106 18 1	758 0 7	195 19 0	—	—	-
75 13 5	22 18 9	- - -	150 2 10	- - -	- - -	- - -	3 5 4	1,220 7 8	58 0 8	98 10 3	—	—	-
305 9 5	10 1 8	- - -	172 3 4	- - -	- - -	- - -	25 9 10	1,540 16 3	185 14 10	172 18 3	—	—	-
483 14 6	42 10 0	- - -	197 5 0	- - -	- - -	- - -	*137 18 9	1,502 0 3	252 16 2	155 0 0	—	—	-
1,157 15 4	78 10 11	- - -	299 12 11	- - -	- - -	- - -	10 0 3	4,034 17 2	193 7 7	31 16 4	—	—	-
134 11 6	15 13 9	141 19 10	198 8 0	1 0 0	- - -	- - -	2 2 0	1,615 9 1	292 2 0	72 10 5	—	—	-
506 2 0	11 16 11	214 2 7	274 13 3	- - -	- - -	- - -	61 14 2	2,050 1 0	512 7 7	12 12 8	—	—	-
843 4 5	36 18 3	- - -	328 14 7	15 0 0	- - -	- - -	23 2 6	4,113 4 3	452 19 2	44 18 3	—	—	-
847 0 7	19 0 9	75 11 11	264 17 6	34 16 8	11 8 0	12 0 0	15 15 0	2,935 3 11	95 19 4	49 2 0	216 0 0	—	5
392 0 3	16 13 4	- - -	125 14 0	- - -	- - -	- - -	- - -	1,311 17 6	78 13 6	44 18 6	—	—	-
5,878 7 0	308 4 8	651 14 4	2,243 11 8	50 16 8	11 8 0	12 0 0	286 17 10	23,430 15 2	2,880 1 5	873 5 8	216 0 0	—	-

* Including 125*l.* law charges.

COUNTY OF ESSEX.

375 3 3	138 3 5	- - -	177 5 8	- - -	- - -	- - -	- - -	1,408 8 7	312 15 10	1 17 0	—	—	-
1,086 17 1	57 2 1	59 2 0	264 11 9	- - -	- - -	- - -	10 16 5	2,493 1 3	490 11 2	103 10 7	—	—	-
1,462 0 4	195 5 6	59 2 0	441 17 5	- - -	- - -	- - -	10 16 5	3,901 9 10	793 7 0	105 7 7	—	—	-

COUNTY OF GLOUCESTER.

678 15 10	43 8 9	- - -	137 8 8	- - -	- - -	- - -	- - -	1,875 3 0	39 13 11	253 3 10	—	—	-
575 11 6	14 4 3	- - -	92 14 8	- - -	- - -	- - -	- - -	1,552 0 0	132 16 0	58 16 4	—	—	-
352 10 10	78 5 2	- - -	262 5 6	152 17 0	- - -	- - -	4 10 0	2,144 13 0	82 13 8	190 15 10	—	—	-
159 14 10	99 17 9	- - -	161 13 9	- - -	- - -	- - -	- - -	1,930 3 11	103 4 5	313 0 1	—	—	-
125 8 4	55 10 4	84 1 5	134 11 11	- - -	- - -	- - -	- - -	1,558 0 9	284 7 2	15 0 1	—	—	-
553 13 9	77 11 3	- - -	251 17 9	- - -	- - -	- - -	- - -	1,869 0 2	104 18 6	173 13 5	—	—	-
1,713 11 9	228 13 5	- - -	302 1 2	- - -	- - -	- - -	5 0 0	3,153 4 5	417 1 8	283 5 10	—	—	-
131 12 11	3 9 4	- - -	151 7 9	- - -	- - -	- - -	- - -	727 11 11	25 15 11	91 8 11	—	—	-
357 19 9	34 10 3	196 14 0	152 13 11	- - -	- - -	- - -	1 15 0	1,545 4 2	83 19 6	62 6 5	—	—	-
367 9 6	31 2 1	- - -	206 7 1	- - -	- - -	- - -	0 10 7	1,355 8 8	146 19 1	28 6 3	—	—	-
118 10 1	32 2 1	- - -	194 17 6	163 2 11	- - -	- - -	- - -	1,922 18 10	127 0 9	243 6 4	—	—	-
123 19 8	67 7 8	- - -	231 2 6	- - -	- - -	- - -	- - -	2,964 12 2	168 17 10	190 12 5	—	—	-
608 3 9	58 14 10	- - -	168 13 6	4 12 10	- - -	- - -	0 5 0	1,825 8 4	212 13 1	148 9 4	—	—	-
257 0 6	30 8 2	- - -	138 9 1	167 13 9	- - -	- - -	1 3 6	1,288 16 1	164 16 11	1 15 6	—	—	-
20 11 3	2 18 1	- - -	76 18 6	4 10 0	- - -	- - -	- - -	523 12 9	104 16 0	20 5 5	—	—	-
616 10 8	53 19 11	- - -	153 14 2	- - -	- - -	- - -	2 16 11	1,701 4 5	454 7 9	7 13 5	—	—	-
697 7 3	111 6 9	2 16 6	138 0 11	7 10 0	13 14 0	- - -	2 11 0	1,840 11 9	5 13 7	568 1 7	—	—	-
325 7 11	34 10 7	- - -	202 1 11	- - -	- - -	- - -	- - -	3,824 2 3	233 7 4	101 18 3	—	—	-
63 7 9	74 19 1	- - -	74 4 6	- - -	- - -	- - -	- - -	1,000 15 1	2 16 0	161 8 1	—	—	-
7,739 7 10	1,192 19 9	283 11 11	3,231 4 9	500 6 6	13 14 0	- - -	18 12 0	34,092 11 8	2,893 19 1	2,332 2 4	—	—	-

COUNTY OF HANTS.											
NAME OF DISTRICT.	Length of Highways	BALANCE, 31st December 1886.		RECEIPTS.							
		In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour, including Contract Work.	Team Labour.	
Returns.	M. P.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Alresford - - - 19	174 7	244 4 3	23 1 6	1,048 0 0	- - -	- - -	3 6 10	1,051 6 10	624 13 9	225 14 2	
Alton - - - 23	204 2	201 12 9	36 19 0	1,565 15 9	- - -	- - -	0 6 10	1,566 2 7	675 0 6	409 10 10	
Andover - - - 27	210 2	256 15 3	27 9 7	866 0 0	3 14 0	- - -	6 9 9	876 3 9	457 11 10	75 4 4	
Basingstoke - - 39	236 7	961 8 8	5 3 3	1,608 0 0	- - -	- - -	- - -	1,608 0 0	591 14 4	490 17 4	
Catherington - - 6	52 0	23 4 6	21 12 11	229 0 0	- - -	- - -	- - -	229 0 0	120 1 9	73 5 3	
Christchurch - - 14	102 0	104 19 10	31 19 6	684 10 3	- - -	- - -	4 6 3	688 16 6	329 1 5	186 0 10	
Droxford - - - 14	222 0	292 9 1	3 16 0	973 3 10	- - -	- - -	12 0 0	985 3 10	367 13 2	127 17 7	
Fareham - - - 9	127 0	63 14 5	14 10 9	840 0 0	48 9 0	- - -	9 17 6	898 6 6	435 15 3	111 2 6	
Fordingbridge - - 8	58 2	42 15 11	22 15 6	481 0 0	- - -	- - -	59 17 6	540 17 6	118 12 5	141 0 4	
Hartley Wintney - 18	251 4	100 5 5	248 0 10	1,938 0 0	- - -	- - -	0 2 6	1,938 2 6	695 19 4	434 17 3	
Havant - - - 5	34 0	49 4 7	15 5 11	266 15 0	270 8 7	- - -	3 7 6	540 11 1	116 14 2	50 15 6	
Headley - - - 3	72 5	123 7 2	- - -	295 0 0	- - -	- - -	- - -	295 0 0	90 7 4	64 1 10	
Hursley - - - 6	37 7	33 15 7	0 10 9	249 16 10	- - -	- - -	4 12 3	254 9 1	76 14 0	48 5 5	
Kingsclere - - 17	179 2	80 7 2	41 15 3	1,397 0 0	- - -	- - -	27 8 2	1,424 8 2	349 2 10	171 0 10	
Lymington - - - 6	200 0	37 18 10	130 5 2	576 17 11	- - -	- - -	11 3 6	588 1 5	176 12 4	201 8 6	
New Forest - - - 9	162 4	54 18 8	78 15 5	1,123 0 0	- - -	- - -	33 17 0	1,156 17 0	456 9 3	289 17 2	
Petersfield - - - 13	173 3	228 19 5	29 6 5	1,608 0 0	- - -	- - -	88 18 6	1,696 18 6	510 5 11	235 15 9	
Ringwood - - - 5	89 4	12 7 8	79 8 10	481 0 0	39 0 0	- - -	30 1 3	550 1 3	117 15 7	108 3 9	
Romsey - - - 9	73 0	107 3 3	62 10 4	424 0 0	- - -	- - -	- - -	424 0 0	150 10 5	154 12 9	
Stockbridge - - 18	143 6	295 4 9	12 4 1	767 0 0	6 10 0	- - -	- - -	773 10 0	311 10 7	85 16 9	
South Stoneham - 15	79 6	421 4 3	7 9 3	893 10 6	- - -	- - -	1 16 0	895 6 6	239 1 11	319 7 2	
Whitchurch - - - 8	111 4	96 16 4	12 15 7	413 0 9	- - -	- - -	- - -	413 0 9	249 9 1	60 18 0	
Winchester - - 19	156 6	299 1 9	22 3 9	1,098 0 0	4 16 0	- - -	- - -	1,102 16 0	383 3 9	298 16 1	
310	3,152 7	4,131 19 6	927 19 7	19,826 10 10	372 17 7	- - -	297 11 4	20,496 19 9	7,644 0 11	4,364 9 11	

* Only approximate.

† Estimated.

COUNTY OF HEREFORD.											
Bredwardine - - 11	61 6	51 15 11	19 16 9	789 0 0	- - -	- - -	3 13 0	792 13 0	277 14 1	222 17 5	
Bromyard - - - 30	157 6	326 10 4	10 7 6	1,855 0 0	- - -	- - -	10 0 0	1,865 0 0	658 3 11	479 8 1	
Dore - - - 26	180 5	261 12 6	161 9 9	2,634 0 0	50 5 0	- - -	5 0 0	2,689 5 0	1,233 13 10	472 17 6	
Hereford - - - 40	175 3	392 7 1	105 3 2	2,314 0 0	7 10 0	- - -	- - -	2,321 10 0	987 14 5	520 0 1	
Ledbury - - - 22	146 4	414 15 2	64 19 6	2,159 0 0	18 19 6	- - -	56 14 9	2,234 14 3	1,071 17 4	518 8 11	
Leominster - - - 28	160 7	327 6 0	58 15 3	2,459 1 2	14 14 8	- - -	31 0 0	2,504 15 10	1,161 6 8	532 7 11	
Ross - - - 36	230 1	451 10 8	62 15 6	2,456 0 0	- - -	- - -	17 0 0	2,473 0 0	1,387 8 0	821 3 11	
Weobley - - - 21	112 2	174 3 7	79 9 9	1,760 10 0	- - -	- - -	- - -	1,760 10 0	711 13 0	357 14 3	
Wigmore - - - 15	92 6	228 9 0	72 3 9	1,681 9 4	- - -	- - -	49 13 9	1,731 3 1	1,033 17 11	431 16 11	
229	1,318 0	2,628 10 3	635 0 11	18,108 0 6	91 9 2	- - -	173 1 6	18,372 11 2	8,523 9 2	4,356 15 0	

COUNTY OF HUNTINGDON.											
Hurstingstone - - 17	83 4	279 18 9	55 0 0	1,554 0 0	- - -	- - -	68 6 5	1,622 6 5	619 12 9	259 2 1	
Leightonstone - - 31	114 1	272 11 6	226 14 5	2,640 0 0	- - -	400 0 0	65 10 3	3,105 10 3	1,961 4 5	479 6 0	
Norman Cross - - 26	85 6	383 19 6	54 14 8	2,117 0 0	- - -	300 0 0	21 1 4	2,438 1 4	500 17 10	491 8 8	
Ramsey - - - 7	47 6	615 2 5	1 19 1	2,437 0 0	- - -	- - -	19 4 8	2,456 4 8	446 16 2	400 3 8	
Toseland - - - 19	69 3	191 4 1	51 17 9	1,131 0 0	- - -	- - -	9 9 6	1,140 9 6	267 9 9	262 3 6	
100	400 4	1,742 16 3	390 5 11	9,879 0 0	- - -	700 0 0	183 12 2	10,762 12 2	2,896 0 11	1,893 3 11	

COUNTY OF HANTS.

EXPENDITURE.									BALANCE, 31st December 1866.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Tradesmen's Bills.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
46 3 4	118 13 7	- - -	175 10 3	12 7 6	- - -	- - -	- - -	1,203 2 7	121 2 0	51 15 0	-	-	-
203 2 7	81 17 7	- - -	180 4 8	- - -	- - -	- - -	- - -	1,549 16 2	212 6 6	31 6 4	-	-	-
123 18 8	62 13 1	- - -	220 5 10	- - -	- - -	- - -	3 0 0	942 13 9	227 5 9	64 10 1	-	-	-
233 1 0	176 18 11	- - -	269 10 2	- - -	- - -	- - -	163 8 2	1,895 9 11	759 2 11	90 7 5	-	-	-
- - -	0 16 6	- - -	35 0 0	- - -	- - -	- - -	- - -	229 3 6	62 10 2	61 2 1	-	-	-
43 18 0	94 2 1	- - -	99 11 1	- - -	- - -	- - -	1 15 0	754 8 5	101 19 5	94 11 0	-	-	-
273 19 2	33 8 7	- - -	192 8 11	25 15 0	- - -	- - -	- - -	1,021 2 5	260 14 2	7 19 8	-	-	-
118 1 5	132 10 5	- - -	179 12 1	22 6 6	- - -	- - -	- - -	999 8 2	31 10 3	83 8 3	-	-	-
48 11 8	37 6 1	- - -	74 1 4	- - -	- - -	- - -	5 6 6	424 18 4	136 1 10	0 2 3	-	-	-
19 18 5	46 10 0	- - -	237 9 5	- - -	- - -	- - -	2 14 0	1,437 8 5	372 19 2	20 0 6	-	-	-
89 10 8	21 7 6	- - -	25 0 0	- - -	- - -	- - -	0 3 8	303 11 6	270 18 3	-	-	-	-
138 14 2	8 19 0	- - -	59 17 3	- - -	- - -	- - -	- - -	361 19 7	56 7 7	-	-	-	-
30 8 11	3 13 11	- - -	48 5 10	- - -	- - -	- - -	3 2 6	210 10 7	79 0 9	1 17 5	-	-	-
91 0 6	33 15 5	- - -	167 11 2	- - -	- - -	- - -	42 15 2	855 5 11	610 3 1	2 8 11	-	-	-
29 8 9	62 10 8	- - -	137 13 3	- - -	- - -	- - -	3 12 8	611 6 2	3 9 1	119 0 2	-	-	-
85 14 6	133 11 4	- - -	184 1 0	- - -	- - -	- - -	- - -	1,149 18 3	36 19 10	53 12 10	-	-	-
619 17 9	228 13 7	- - -	242 6 0	17 6 10	- - -	- - -	2 0 0	1,856 5 10	148 9 6	108 3 10	-	-	-
- - -	75 1 7	- - -	77 8 11	- - -	- - -	- - -	- - -	378 9 10	104 10 3	-	-	-	-
5 12 3	36 4 7	- - -	79 2 8	- - -	- - -	- - -	- - -	426 2 8	94 10 7	52 0 4	-	-	-
- - -	17 16 7	- - -	118 2 11	- - -	- - -	- - -	17 18 10	551 5 8	506 6 8	1 1 3	-	-	-
114 14 4	20 9 10	- - -	139 13 2	43 10 10	- - -	- - -	- - -	876 17 3	451 8 10	19 4 7	-	-	-
2 19 0	20 16 11	- - -	67 0 8	- - -	- - -	- - -	- - -	401 7 8	101 11 3	5 13 5	-	-	-
156 17 9	47 14 2	- - -	191 0 9	3 0 0	- - -	- - -	12 12 3	1,093 4 9	290 0 9	3 11 6	-	-	-
2,505 12 10	1,495 11 11	- - -	3,200 17 4	124 6 8	- - -	- - -	198 8 9	19,533 8 4	5,039 8 2	871 16 10	-	-	-

COUNTY OF HEREFORD.

172 10 3	6 4 0	- - -	103 15 8	65 0 0	- - -	- - -	7 10 0	855 11 5	14 13 2	45 12 5	-	-	-
437 7 7	80 16 8	- - -	190 15 7	139 0 0	- - -	- - -	15 0 0	2,000 11 10	236 9 9	45 18 9	-	-	-
197 4 7	44 1 0	- - -	276 13 9	- - -	- - -	- - -	25 3 1	2,249 13 9	623 17 11	84 3 11	-	-	-
707 1 3	51 3 5	- - -	261 11 6	- - -	- - -	- - -	28 18 8	2,556 9 4	268 1 3	215 16 8	-	-	-
500 16 8	39 2 8	- - -	196 6 6	10 0 0	- - -	- - -	57 1 11	2,393 14 0	212 5 7	21 9 8	-	-	-
632 13 6	109 14 11	- - -	217 0 0	92 12 6	- - -	- - -	7 18 8	2,753 14 2	125 11 2	105 18 9	-	-	-
329 17 5	16 7 1	- - -	247 12 10	51 4 0	- - -	- - -	26 15 5	2,880 8 8	293 9 3	312 2 9	-	-	-
561 19 3	17 4 5	- - -	187 14 10	21 10 0	- - -	- - -	0 19 4	1,803 15 1	113 6 1	66 17 4	-	-	-
19 3 5	35 12 2	- - -	136 8 5	102 0 0	- - -	- - -	41 8 6	1,800 7 4	174 2 5	87 1 5	-	-	-
3,558 13 11	400 6 4	- - -	1,767 19 1	481 6 6	- - -	- - -	210 15 7	19,299 5 7	2,051 16 7	985 1 8	-	-	-

COUNTY OF HUNTINGDON.

352 5 7	41 7 4	- - -	172 7 1	- - -	- - -	- - -	1 10 0	1,446 4 10	401 0 4	- - -	-	-	-
564 2 9	170 13 5	412 14 0	209 0 11	49 11 6	- - -	- - -	41 17 5	2,988 10 5	516 6 6	353 9 7	400 0 0	-	6
1,350 0 5	67 19 10	- - -	217 8 4	- - -	9 5 5	- - -	118 15 6	2,755 16 0	210 18 10	199 8 8	300 0 0	-	5
1,010 0 1	172 8 9	- - -	121 0 7	- - -	- - -	- - -	37 13 5	2,188 2 8	895 14 5	14 9 1	-	-	-
393 9 4	44 10 4	- - -	107 0 10	80 7 6	- - -	- - -	115 1 5	1,270 2 8	131 6 0	121 12 10	-	-	-
3,669 18 2	496 19 8	412 14 0	826 17 9	129 19 0	9 5 5	- - -	314 17 9	1,0648 16 7	2,155 6 1	689 0 2	700 0 0	-	-

COUNTY OF KENT.

NAME OF DISTRICT.	Length of Highways	BALANCE, 31st December 1866.		RECEIPTS.						Manual Labour, including Contract Work.	Team Labour.
		In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.			
Returns.	M. P.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Appledore - - - 16	200 0	146 14 11	84 16 1	4,036 0 0	- - -	- - -	- - -	34 0 0	4,070 0 0	822 6 7	1,041 7 11
Ashford - - - 24	216 7	426 7 4	125 16 8	3,170 0 8	- - -	- - -	- - -	- - -	3,170 0 8	1,891 15 6	608 15 8
Bearsted - - - 31	365 4	390 12 5	330 1 7	4,791 0 0	76 0 2	- - -	- - -	- - -	4,867 0 2	2,027 7 11	380 5 6
Bromley - - - 17	197 4	395 10 1	173 17 9	5,164 0 0	- - -	- - -	- - -	97 7 6	5,261 7 6	1,555 4 9	706 14 1
Cranbrook - - - 13	194 1	598 13 4	254 13 10	4,322 1 0	376 10 0	- - -	- - -	5 3 2	4,703 14 2	1,356 7 4	1,993 6 10
Dartford - - - 20	234 4	759 10 5	- - -	3,599 9 2	43 6 5	- - -	- - -	89 5 2	3,732 0 9	1,521 6 0	527 6 0
Elham - - - 23	264 4	190 10 6	292 17 0	4,270 15 0	- - -	- - -	- - -	- - -	4,270 15 0	956 19 2	344 13 0
Faversham - - - 43	312 6	821 5 1	410 1 0	5,765 6 10	15 14 7	- - -	- - -	- - -	5,781 1 5	2,672 10 3	254 5 4
Home - - - 24	219 6	730 6 5	15 18 5	2,320 0 0	16 10 11	- - -	- - -	4 10 0	2,341 0 11	1,165 17 1	416 16 2
Malling - - - 24	180 0	729 9 4	94 3 8	4,552 0 0	76 10 1	- - -	- - -	15 8 6	4,643 18 7	1,390 14 6	607 0 7
New Romney - - - 20	187 5	214 10 1	356 5 4	2,793 0 0	- - -	- - -	- - -	1 15 11	2,794 15 11	1,016 4 8	1,182 3 0
Rochester - - - 26	206 6	222 18 6	119 17 6	3,540 1 3	- - -	- - -	- - -	34 0 0	3,574 1 3	3,074 11 0	99 19 9
Sevenoaks - - - 10	213 4	32 2 10	326 9 11	3,275 0 0	- - -	- - -	- - -	154 10 10	3,429 10 10	1,222 11 6	694 19 10
Sheppey, Isle of - - - 6	88 2	157 4 9	26 19 1	492 10 0	- - -	- - -	- - -	492 10 0	492 10 0	206 12 5	18 3 10
Thanet, „ - - - 10	129 7	275 2 8	106 7 1	1,908 15 0	- - -	- - -	- - -	- - -	1,908 15 0	680 15 6	481 14 4
Tonbridge - - - 16	216 7	537 6 4	650 4 11	5,517 19 7	85 4 1	- - -	- - -	6 19 0	5,610 2 8	1,035 6 8	2,564 19 3
Wingham - - - 52	380 2	1,038 17 2	8 12 1	3,006 7 11	- - -	- - -	- - -	- - -	3,006 7 11	1,904 10 8	433 15 1
375	3,708 5	7,668 2 2	3,377 1 11	62,524 6 5	689 16 3	- - -	- - -	443 0 1	63,657 2 9	24,501 1 6	12,356 6 2

COUNTY OF LANCASTER.

Childwall - - - 8	67 5	367 9 1	136 16 8	2,435 0 0	- - -	- - -	2 11 4	2,437 11 4	961 6 4	381 7 0	
Garstang Union - - - 23	208 5	97 1 4	73 18 11	2,331 13 9	42 1 0	- - -	- - -	2,373 14 9	923 10 9	580 8 9	
Leyland - - - 38	301 2	880 8 10	1,198 10 7	7,453 0 10	85 14 6	- - -	43 17 10	7,582 13 2	3,029 0 1	1,485 10 3	
Ormskirk - - - 8	121 4	138 0 1	62 11 5	4,180 0 0	- - -	- - -	26 18 5	4,206 18 5	1,291 19 7	702 7 6	
Prescot - - - 7	52 1	153 19 7	229 1 5	1,389 3 7	- - -	- - -	140 18 1	1,530 1 8	1,007 15 11	226 11 7	
Sefton - - - 10	69 1	238 10 7	69 19 10	1,786 10 0	- - -	1,000 0 0	3 19 6	2,790 9 6	276 2 7	- - -	
Southport - - - 7	132 0	239 9 5	120 8 0	3,374 0 0	- - -	- - -	5 0 9	3,379 0 9	1,381 5 9	532 14 0	
Upholland - - - 6	48 6	213 13 7	140 1 5	2,372 1 8	- - -	- - -	102 0 0	2,474 1 8	968 2 10	516 5 9	
Warrington - - - 13	96 7	456 0 11	270 18 5	3,588 2 10	- - -	- - -	40 16 4	3,628 19 2	1,420 17 10	595 12 10	
120	1,157 7	2,784 13 5	2,302 6 8	28,909 12 8	127 15 6	1,000 0 0	366 2 3	30,403 10 5	11,219 1 8	4,970 17 8	

COUNTY OF LEICESTER.

Ashby-de-la-Zouch - - - 28	101 7	233 1 10	128 18 3	1,249 18 0	- - -	- - -	42 12 5	1,292 10 5	552 9 6	164 13 1	
Belvoir - - - 15	95 7	178 14 7	35 7 7	2,952 10 0	- - -	- - -	5 4 4	2,957 14 4	913 9 5	242 15 3	
East Norton - - - 32	134 0	166 8 9	275 18 0	2,798 0 0	- - -	- - -	31 18 6	2,829 18 6	602 16 3	851 1 3	
Leicester - - - 69	273 1	517 0 8	74 9 2	3,722 9 0	- - -	- - -	40 3 1	3,762 12 1	1,137 11 5	509 10 11	
Loughborough - - - 33	246 7	453 2 4	95 12 11	2,273 10 0	- - -	- - -	218 18 0	2,492 8 0	960 12 10	576 3 10	
Lutterworth - - - 34	162 7	420 9 2	39 13 10	2,225 0 0	- - -	- - -	79 3 9	2,304 3 9	682 12 2	362 2 11	
Market Bosworth - - - 58	220 7	322 5 8	213 12 3	2,548 0 0	- - -	- - -	20 10 0	2,568 10 0	755 18 4	311 8 3	
Market Harborough - - - 25	128 1	91 0 3	316 18 0	2,809 0 0	- - -	- - -	3 0 0	2,812 0 0	499 13 1	331 13 8	
Melton Mowbray - - - 53	319 0	282 2 4	382 14 5	5,791 6 0	- - -	- - -	16 6 3	5,807 12 3	1,589 5 2	1,133 14 5	
347	1,682 5	2,664 5 7	1,563 4 5	26,369 13 0	- - -	- - -	457 16 4	26,827 9 4	7,694 13 2	4,483 3 7	

COUNTY OF LINCOLN.

Axholme, Isle of - - - 15	*123 0	331 8 1	192 2 4	5,092 19 5	- - -	- - -	30 10 0	5,123 9 5	1,669 2 8	552 12 3	
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* Estimated.

COUNTY OF MIDDLESEX.

Edgware - - - 8	100 7	940 10 11	483 17 4	4,841 0 0	- - -	- - -	279 19 8	5,120 19 8	1,123 5 9	1,065 3 0	
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COUNTY OF KENT.

EXPENDITURE.									BALANCE, 31st December 1867.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Tradesmen's Bills.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
1,938 6 5	78 8 4	- - -	268 10 1	21 7 6	- - -	- - -	25 14 6	4,196 1 4	148 17 5	212 19 11	-	-	-
612 1 6	128 18 10	- - -	367 14 11	86 14 9	- - -	- - -	- - -	3,696 1 2	90 15 0	316 4 10	-	-	-
1,199 2 11	192 5 11	- - -	447 12 5	64 8 1	- - -	- - -	1 5 0	4,312 7 9	690 16 0	75 12 9	-	-	-
2,038 3 7	355 10 9	- - -	342 15 9	- - -	- - -	- - -	20 5 0	5,018 13 11	634 2 5	169 16 6	-	-	-
1,054 9 2	180 17 2	- - -	294 6 11	173 13 7	- - -	- - -	8 14 3	5,061 15 3	144 3 3	158 4 10	-	-	-
737 14 7	165 2 2	64 0 0	281 5 10	4 6 0	- - -	- - -	87 3 8	3,388 4 3	1,103 6 11	-	-	-	-
619 1 3	26 14 8	62 3 0	313 14 8	53 5 1	- - -	- - -	597 11 2	2,974 2 0	1,226 9 11	32 3 5	-	-	-
2,353 10 3	196 6 11	58 7 0	436 12 10	5 18 6	- - -	- - -	30 0 0	6,007 11 1	682 5 9	497 11 4	-	-	-
453 14 1	172 4 5	- - -	374 12 7	- - -	- - -	- - -	0 13 3	2,583 17 7	528 1 10	56 10 6	-	-	-
1,427 1 9	337 5 2	- - -	372 0 0	8 15 0	- - -	- - -	282 17 9	4,425 14 9	909 6 2	55 16 8	-	-	-
438 18 4	100 7 7	- - -	297 13 3	- - -	- - -	- - -	293 7 6	3,323 14 4	32 8 8	708 2 4	-	-	-
129 18 10	47 8 0	77 15 4	227 2 2	51 12 4	- - -	- - -	107 14 7	3,816 2 0	182 5 11	321 5 8	-	-	-
559 11 7	116 8 3	- - -	271 17 10	- - -	- - -	- - -	33 8 4	2,898 17 4	247 7 4	10 0 11	-	-	-
347 11 9	34 10 10	- - -	87 5 3	- - -	- - -	- - -	- - -	694 4 1	15 13 8	87 2 1	-	-	-
538 11 4	51 1 10	13 0 0	191 14 10	- - -	- - -	- - -	32 13 9	1,989 11 7	214 14 5	126 15 5	-	-	-
836 3 10	205 19 9	120 0 0	319 19 3	17 5 0	43 15 0	45 0 0	5 0 6	5,193 9 3	787 12 9	483 17 11	830 0 0	-	5
697 13 3	25 11 9	- - -	393 16 4	24 4 5	- - -	- - -	- - -	3,479 11 6	618 17 0	61 15 6	-	-	-
15,981 14 5	2,415 2 4	395 5 4	5,288 14 11	511 10 3	43 15 0	45 0 0	1,526 9 3	63,064 19 2	8,357 4 5	3,474 0 7	830 0 0	-	-

COUNTY OF LANCASTER.

664 15 8	56 15 9	576 14 2	238 16 4	- - -	- - -	- - -	14 8 4	2,894 3 7	550 3 8	776 3 6	-	-	-
621 15 1	79 4 5	- - -	178 6 0	- - -	- - -	- - -	3 2 0	2,336 7 0	144 11 10	84 1 8	-	-	-
3,073 5 6	88 8 10	- - -	493 6 11	204 17 1	- - -	- - -	56 6 4	8,430 15 0	274 17 11	1,441 1 6	-	-	-
2,223 2 10	40 5 7	- - -	210 5 6	- - -	- - -	- - -	19 1 5	4,487 2 5	119 2 10	323 18 2	-	-	-
319 17 9	24 0 3	- - -	160 5 8	- - -	- - -	- - -	6 15 0	1,745 6 2	112 15 0	403 1 4	-	-	-
714 18 9	494 4 5	1,000 0 0	177 0 10	- - -	25 0 0	- - -	33 12 4	2,710 18 11	300 12 8	52 11 4	1,000 0 0	-	5
1,617 18 4	23 17 8	- - -	199 10 6	- - -	- - -	- - -	4 0 0	3,709 6 3	77 2 4	288 6 5	-	-	-
499 3 2	3 3 2	- - -	156 8 3	- - -	- - -	- - -	51 7 4	2,194 10 6	399 19 9	46 16 5	-	-	-
901 1 7	53 16 4	- - -	236 9 2	85 9 5	- - -	- - -	*254 19 7	3,557 6 9	389 2 8	132 7 9	-	-	-
10,635 18 8	853 16 5	1,576 14 2	2,050 9 2	290 6 6	25 0 0	- - -	443 12 4	32,065 16 7	2,368 8 8	3,548 8 1	1,000 0 0	-	-

* Including 222½ 4s. 10d. law charges.

COUNTY OF LEICESTER.

89 18 7	52 14 1	34 17 2	210 6 1	- - -	- - -	- - -	- - -	1,104 18 6	379 9 4	87 13 10	-	-	-
1,281 19 5	34 14 0	77 12 6	172 14 0	- - -	- - -	- - -	7 18 3	2,731 2 10	369 18 6	-	-	-	-
1,336 0 7	106 19 9	- - -	153 10 9	- - -	- - -	- - -	9 3 7	3,059 12 2	139 11 9	478 14 8	-	-	-
1,567 11 10	162 18 0	- - -	377 8 5	- - -	- - -	- - -	28 14 9	3,783 15 4	579 4 2	157 15 11	-	-	-
709 15 6	103 5 6	- - -	287 0 6	- - -	- - -	- - -	28 17 0	2,665 15 2	332 5 1	148 2 10	-	-	-
661 10 2	327 6 3	97 19 1	274 10 11	- - -	- - -	- - -	7 17 3	2,413 18 9	337 8 11	66 8 7	-	-	-
921 11 4	85 2 8	- - -	320 4 3	- - -	- - -	- - -	14 19 0	2,409 3 10	477 13 10	209 14 3	-	-	-
1,153 11 9	194 10 11	- - -	181 15 3	- - -	- - -	- - -	12 8 0	2,373 17 8	265 19 6	53 14 11	-	-	-
2,348 0 11	279 0 2	- - -	268 5 7	- - -	- - -	- - -	22 18 0	5,641 4 3	239 4 6	173 8 7	-	-	-
10,070 0 1	1,346 11 4	210 8 9	2,245 15 9	- - -	- - -	- - -	132 15 10	26,183 8 6	3,120 15 7	1,375 13 7	-	-	-

COUNTY OF LINCOLN.

2,051 0 3	89 1 5	- - -	201 14 1	- - -	- - -	- - -	24 4 9	4,587 15 5	724 19 9	-	-	-	-
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COUNTY OF MIDDLESEX.

1,913 12 4	356 19 4	272 13 5	314 13 2	- - -	35 8 0	180 0 0	82 1 9	5,343 16 9	454 12 5	220 15 11	540 0 0	-	5
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COUNTY OF MONMOUTH.

NAME OF DISTRICT.	Length of Highways	BALANCE, 31st December 1866.		RECEIPTS.					Manual Labour, including Contract Work.	Team Labour.	
		In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.			
Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Abergavenny - - - 20	147 1	368 2 4	8 14 9	1,441 0 0	- - -	- - -	110 0 2	1,551 0 2	601 0 0	208 19 0	
Caerleon - - - 10	70 4	124 16 5	22 3 8	1,028 0 0	- - -	250 0 0	- - -	1,278 0 0	446 4 6	185 6 3	
Chepstow - - - 24	97 2	127 9 6	56 15 0	1,013 13 11	- - -	- - -	0 14 0	1,014 12 11	538 1 10	208 12 7	
Christchurch - - 17	103 4	143 11 7	68 8 10	1,010 11 9	- - -	- - -	- - -	1,010 11 9	281 8 9	229 17 7	
Monmouth and Skenfrith - 11	104 3	133 14 11	98 17 6	1,324 10 0	- - -	- - -	- - -	1,324 10 0	404 1 3	159 17 11	
Newport - - - 18	138 0	148 3 8	176 18 4	1,449 0 0	- - -	- - -	2 17 10	1,451 17 10	597 15 1	349 19 6	
Pontypool and Usk - - 19	101 3	199 15 1	320 10 5	1,342 0 0	- - -	- - -	0 13 3	1,342 13 3	582 15 5	214 3 11	
Raglan and Trelleck - - 20	153 2	94 8 3	93 7 0	981 4 2	- - -	- - -	1 9 0	982 13 2	479 7 8	203 6 7	
	139	915 3	1,395 1 9	845 15 6	9,590 4 10	- - -	250 0 0	115 14 3	9,955 19 1	3,930 14 6	1,760 3 4

COUNTY OF NORFOLK.

Docking Union* - - 37	278 5	81 3 6	521 12 2	1,535 0 0	- - -	- - -	13 15 7	1,543 15 7	401 2 0	171 13 11
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* Dissolved on 15th August 1867.

COUNTY OF NORTHAMPTON.

Brackley	-	-	-	35	151	4	329	1	0	83	14	3	4,272	0	0	-	-	-	-	-	-	17	14	6	4,289	14	6	1,666	4	5	524	0	4	
Brixworth	-	-	-	30	132	2	269	9	1	185	13	6	3,124	0	0	-	-	-	-	400	0	0	202	12	6	3,726	12	6	773	9	7	647	5	10
Hardingstone	-	-	-	35	134	0	623	8	6	144	7	6	3,957	0	0	-	-	-	-	-	-	42	19	8	3,999	19	8	1,001	6	10	593	5	11	
Irthlingborough	-	-	-	27	129	1	79	17	11	371	1	1	4,145	0	0	-	-	-	-	-	-	31	12	6	4,176	12	6	1,179	19	5	799	6	11	
Kettering	-	-	-	35	150	0	179	5	5	212	13	1	3,518	8	2	-	-	-	-	-	-	8	0	7	3,526	8	9	1,076	2	7	668	9	4	
Kingscliffe	-	-	-	39	126	4	218	8	3	303	3	11	3,089	0	0	-	-	-	-	154	0	0	2	10	0	3,245	10	0	1,606	3	3	475	13	10
Little Bowden	-	-	-	24	115	1	107	17	2	188	8	9	2,437	0	0	-	-	-	-	-	-	19	9	3	2,456	9	3	540	3	7	313	5	0	
Thrapston	-	-	-	17	81	5	143	16	4	111	9	7	2,285	0	0	-	-	-	-	-	-	-	-	-	2,285	0	0	944	2	6	421	5	9	
Towcester	-	-	-	40	158	2	211	7	11	734	19	1	4,084	10	0	-	-	-	-	-	-	3	16	3	4,088	6	3	1,236	16	0	688	18	10	
Weedon	-	-	-	40	236	5	674	10	4	235	12	6	4,657	0	0	-	-	-	-	-	-	152	13	1	4,809	13	1	1,358	8	11	847	4	5	
				322	1,415	0	2,837	1	11	2,601	3	3	35,568	13	2	-	-	-	-	554	0	0	481	8	4	36,604	6	6	11,832	17	1	5,978	16	2

COUNTY OF NORTHUMBERLAND.

Belford - - - 36	96 2	200 9 11	16 2 11	979 0 0	- - -	- - -	0 0 5	979 0 5	94 16 9	- - -
Felton - - - 43	154 6	674 11 5	31 8 1	1,431 8 0	- - -	- - -	67 1 1	1,498 9 1	1,041 17 10	532 4 6
Glendale - - - 60	201 4	252 9 9	38 15 5	2,551 15 1	- - -	- - -	- - -	2,551 15 1	243 4 11	- - -
Haltwhistle - - - 19	140 2	65 8 2	23 8 7	854 5 0	- - -	- - -	- - -	854 5 0	590 17 11	104 1 5
Hexham - - - 137	694 5	519 5 10	959 8 11	5,756 2 0	- - -	- - -	43 5 4	5,799 7 4	3,052 1 0	1,132 9 0
Norham and Islandshires - 27	74 2	164 8 8	80 4 11	1,832 10 6	- - -	- - -	0 2 6	1,832 13 0	229 3 0	- - -
	322	1,370 5	1,876 13 9	1,154 8 10	13,405 0 7	- - -	110 9 4	13,515 9 11	5,252 1 5	1,763 14 11

COUNTY OF NOTTINGHAM.

Bingham	-	-	-	35	168	5	438	18	0	307	17	5	3,552	0	0	-	-	-	-	-	-	-	*220	5	6	3,772	5	6	1,314	9	6	317	7	3
Mansfield	-	-	-	23	130	4	101	5	5	149	10	10	1,324	2	5	-	-	-	-	-	-	-	19	10	4	1,343	12	9	654	13	9	223	8	8
Newark	-	-	-	50	197	3	322	12	9	165	3	5	4,007	0	0	-	-	-	-	-	-	21	4	9	4,028	4	9	1,756	17	7	692	2	11	
Nottingham	-	-	-	30	146	2	258	6	8	436	11	4	2,529	11	8	160	11	5	-	-	-	11	18	0	2,702	1	1	882	0	7	762	2	10	
Ollerton	-	-	-	18	104	6	256	1	0	30	8	0	1,122	15	6	-	-	-	-	-	-	3	2	6	1,125	18	0	332	1	11	129	19	6	
Retford	-	-	-	69	311	7	1,562	10	1	576	0	5	5,370	7	0	26	15	9	-	-	-	31	19	4	5,429	2	1	2,247	2	1	1,005	4	6	
Rushcliffe	-	-	-	28	122	5	285	8	8	362	13	5	2,913	10	0	-	-	-	-	-	-	104	1	6	3,017	11	6	773	4	6	599	16	0	
Southwell	-	-	-	33	133	4	288	19	0	54	0	5	1,453	0	0	-	-	-	-	-	-	17	4	0	1,470	4	0	691	7	7	221	6	5	
				296	1,315	4	3,514	1	7	2,082	5	3	22,272	6	7	187	7	2	-	-	-	429	5	11	22,888	19	8	8,651	17	6	3,951	8	1	

*Including 2027. 8s. 6d. repaid to Colston Bassett Parish.

COUNTY OF MONMOUTH.

EXPENDITURE.									BALANCE, 31st December 1867.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Tradesmen's Bills.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPEN- DITURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
86 14 6	22 18 9	427 6 10	186 15 10	- - -	3 18 0	- - -	140 18 7	1,678 11 7	333 19 7	102 3 4	300 0 0	-	5
128 13 7	0 11 0	412 9 2	129 2 9	- - -	- - -	- - -	5 11 4	1,307 18 7	174 5 2	101 11 0	250 0 0	-	5
48 8 11	56 5 6	- - -	168 8 8	19 13 6	- - -	- - -	3 18 0	1,043 9 0	101 4 4	59 5 11	-	-	-
112 14 11	22 17 9	- - -	86 9 1	- - -	- - -	- - -	296 15 9	1,030 3 10	107 11 2	47 0 6	-	-	-
30 14 1	250 2 5	- - -	123 17 7	480 3 0	- - -	- - -	- - -	1,448 16 3	146 0 5	185 9 3	-	-	-
332 5 4	75 1 9	- - -	159 1 2	- - -	- - -	- - -	8 4 7	1,522 7 5	80 15 0	179 19 3	-	-	-
157 15 3	84 2 7	53 0 0	180 9 1	24 18 8	- - -	- - -	109 6 0	1,306 1 11	108 7 1	192 11 1	-	-	-
55 7 8	18 1 5	- - -	107 18 5	161 7 0	- - -	- - -	- - -	1,025 8 9	32 18 11	74 13 3	-	-	-
952 14 3	480 1 2	892 16 0	1,091 13 7	686 2 2	3 18 0	- - -	564 14 3	10,362 17 3	1,085 1 8	942 13 7	550 0 0	-	-

COUNTY OF NORFOLK.

215 7 10	44 13 7	- - -	153 8 7	- - -	- - -	- - -	6 5 0	992 15 11	115 11 0	-	-	-	-
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COUNTY OF NORTHAMPTON.

1,850 10 5	129 1 6	- - -	278 19 8	- - -	- - -	- - -	- - -	3,943 16 4	690 16 0	104 11 1	-	-	-
1,169 1 1	214 8 6	965 9 10	239 13 0	45 0 0	15 0 0	50 0 0	5 6 5	4,124 14 3	190 14 2	505 0 4	650 0 0	-	5
1,584 14 1	306 9 11	- - -	207 3 2	32 0 0	- - -	- - -	36 19 10	3,761 19 9	751 6 6	34 5 7	-	-	-
1,539 5 0	109 19 10	- - -	253 17 5	386 0 0	- - -	- - -	0 6 8	4,268 15 3	50 16 1	434 2 0	-	-	-
1,139 9 10	310 2 8	- - -	265 19 4	217 9 10	- - -	- - -	0 17 9	3,678 11 4	127 15 8	313 5 11	-	-	-
367 19 8	238 19 7	154 0 0	328 3 0	53 1 2	- - -	- - -	40 2 8	3,273 3 2	263 10 4	375 19 2	154 0 0	-	5
952 0 11	189 0 4	- - -	200 3 2	70 14 0	- - -	- - -	13 10 9	2,278 17 9	114 0 2	17 0 3	-	-	-
497 9 11	175 10 7	- - -	198 7 8	47 13 2	- - -	- - -	1 5 9	2,285 14 7	80 10 10	43 18 8	-	-	-
1,056 3 7	169 17 5	- - -	431 11 4	- - -	- - -	- - -	20 0 0	3,603 7 2	245 12 1	284 4 2	-	-	-
1,768 12 10	115 9 10	265 0 2	383 2 10	- - -	- - -	- - -	25 11 0	5,263 10 0	374 2 0	419 1 1	-	-	-
11,425 7 4	1,959 0 2	1,384 10 0	2,787 0 7	851 18 2	15 0 0	50 0 0	153 0 1	36,487 9 7	2,889 3 10	2,536 8 3	804 0 0	-	-

COUNTY OF NORTHUMBERLAND.

604 14 9	2 14 9	3 16 0	88 5 10	- - -	- - -	- - -	*87 14 5	882 2 6	317 9 6	36 4 7	-	-	-
246 4 5	35 8 3	- - -	109 18 3	11 18 3	- - -	- - -	3 13 6	1,981 5 0	276 0 10	115 13 5	-	-	-
995 17 5	- - -	371 10 8	180 18 5	220 11 2	- - -	- - -	41 3 1	2,053 5 8	714 3 11	2 0 2	-	-	-
4 10 3	2 0 5	- - -	78 10 0	115 19 11	- - -	- - -	1 5 2	897 5 1	46 4 3	52 4 9	-	-	-
42 17 5	59 9 2	132 9 1	417 10 10	210 7 6	- - -	- - -	†208 15 8	5,255 19 8	728 14 5	625 9 10	-	-	-
696 1 3	1 11 9	68 0 3	130 11 7	410 15 11	- - -	- - -	7 17 6	1,544 1 3	393 11 9	20 16 3	-	-	-
2,590 5 6	101 4 4	575 16 0	1,005 14 11	969 12 9	- - -	- - -	350 9 4	12,613 19 2	2,476 4 8	852 9 0	-	-	-

* Including 85*l.* 3*s.* 11*d.* for snow casting. † Including 197*l.* 6*s.* 8*d.* for snow casting.

COUNTY OF NOTTINGHAM.

810 7 5	276 17 11	- - -	217 2 0	- - -	- - -	- - -	*333 16 0	3,270 0 1	772 11 11	139 5 11	-	-	-
182 13 5	75 13 4	- - -	150 9 4	- - -	- - -	- - -	- - -	1,286 18 6	159 16 6	151 7 8	-	-	-
816 14 6	194 10 11	- - -	231 17 8	40 12 9	- - -	- - -	104 16 5	3,837 12 9	425 9 9	77 8 5	-	-	-
707 18 11	146 16 0	206 4 3	207 6 6	- - -	- - -	- - -	40 15 11	2,953 5 0	249 4 6	677 13 1	-	-	-
154 1 2	39 4 0	- - -	138 16 10	138 16 0	- - -	- - -	- - -	932 19 5	423 8 5	4 16 10	-	-	-
1,945 15 1	203 1 2	- - -	232 9 7	256 17 4	- - -	- - -	14 19 0	5,905 8 9	1,134 14 1	624 11 1	-	-	-
821 12 6	184 15 11	- - -	190 15 3	- - -	- - -	- - -	84 7 4	2,604 11 6	447 14 1	111 18 10	-	-	-
260 11 8	109 5 10	91 8 7	141 3 5	38 19 0	- - -	- - -	13 9 9	1,567 12 3	225 9 5	87 19 1	-	-	-
5,690 14 8	1,230 5 1	297 12 10	1,510 0 7	475 5 1	- - -	- - -	542 4 5	22,358 8 3	3,837 8 8	1,875 0 11	-	-	-

* Including 202*l.* 8*s.* 6*d.* repaid to Colston Bassett Parish.

COUNTY OF OXFORD.

NAME OF DISTRICT.	Length of Highways	BALANCE, 31st December 1866.		RECEIPTS.						Manual Labour, including Contract Work.	Team Labour.
		In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.			
Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bampton, East - - 24	112 3	1,320 12 10	6 6 10	2,536 0 0	- - -	- - -	7 11 4	2,543 11 4	2,115 10 2	48 6 2	
Bampton, West - - 23	119 5	830 10 2	- - -	1,926 0 0	169 15 2	- - -	47 12 4	2,143 7 6	1,698 2 3	211 12 7	
Banbury and Bloxham - 33	118 4	147 8 6	178 15 4	3,616 0 0	- - -	- - -	46 13 4	3,662 13 4	1,445 9 2	591 7 1	
Bicester - - - 38	150 5	279 15 1	114 5 5	3,364 5 0	46 4 6	- - -	1 18 10	3,412 8 4	2,278 13 1	497 17 7	
Bullington - - - 55	*118 6	1,585 3 4	253 16 2	3,931 0 0	22 3 3	- - -	66 2 8	4,019 5 11	2,136 6 1	643 19 1	
Chadlington - - - 43	166 2	307 12 8	24 5 7	2,462 0 0	- - -	- - -	34 6 11	2,496 6 11	1,996 5 0	18 16 0	
Henley - - - 20	241 3	431 9 7	- - -	1,827 6 0	- - -	- - -	8 0 0	1,835 6 0	869 18 4	387 12 3	
Watlington - - - 39	155 4	824 5 11	11 8 9	2,455 15 2	- - -	- - -	9 5 1	2,465 0 3	1,296 12 0	515 10 5	
Wootton - - - 34	126 7	205 3 5	49 7 6	1,570 14 4	- - -	- - -	79 1 11	1,649 16 8	801 12 3	273 1 7	
	307	1,309 7	5,932 1 6	638 5 7	23,689 0 6	238 2 11	- - -	300 12 5	24,227 15 10	14,638 8 4	3,188 2 9

* Approximate.

COUNTY OF SALOP.

Bishop's Castle - - 27	362 7	136 18 7	230 8 11	2,732 9 7	- - -	- - -	54 4 2	2,786 13 9	1,595 12 0	391 9 2	
Bridgnorth - - - 31	207 7	437 2 1	7 8 3	1,819 0 0	- - -	- - -	- - -	1,819 0 0	1,090 7 6	380 10 10	
Church Stretton - - 14	162 1	84 11 2	20 2 10	1,299 11 3	- - -	- - -	9 0 0	1,308 11 3	363 1 6	191 17 3	
Cleobury Mortimer and } Kidderminster - - } 19	182 0	272 4 6	95 4 1	1,841 0 0	- - -	300 0 0	- - -	2,141 0 0	967 5 11	611 12 4	
Condover - - - 37	218 6	266 6 3	27 13 11	2,142 10 0	- - -	- - -	6 1 10	2,148 11 10	1,160 1 10	300 8 6	
Drayton - - - 11	170 7	117 2 3	337 10 4	1,451 10 6	183 8 8	- - -	39 8 0	1,674 7 2	366 7 8	170 17 6	
Ludlow - - - 23	162 0	65 17 2	115 2 11	1,717 10 0	- - -	- - -	- - -	1,717 10 0	643 16 7	331 6 0	
Newport - - - 14	97 6	173 7 5	3 8 11	675 1 6	354 9 2	- - -	8 5 5	1,037 16 1	208 3 2	176 19 0	
Oswestry - - - 13	258 6	127 16 7	19 19 0	1,859 5 0	- - -	- - -	62 11 6	1,921 16 6	1,067 6 3	151 2 5	
Pimhill - - - 12	112 3	234 17 6	- - -	870 0 0	- - -	- - -	- - -	870 0 0	445 13 6	77 12 2	
Wem - - - 12	176 0	141 2 2	73 10 8	1,173 10 0	- - -	- - -	15 17 4	1,189 7 4	411 2 1	255 1 6	
Wrekin - - - 13	140 1	215 0 4	45 11 4	1,902 11 0	62 13 8	- - -	- - -	1,965 4 8	523 5 4	466 14 3	
	226	2,251 4	2,272 6 0	976 1 2	19,483 18 10	600 11 6	300 0 0	195 8 3	20,579 18 7	8,847 3 4	3,505 10 11

COUNTY OF SOMERSET.

Axbridge - - - 38	352 3	618 16 4	446 10 2	6,973 0 0	232 14 9	- - -	152 8 9	7,358 3 6	1,140 15 9	53 3 8	
Bridgwater - - - 39	304 0	501 13 11	108 18 9	3,808 15 3	2 11 3	250 0 0	34 0 6	4,095 7 0	1,707 13 11	630 6 10	
Clutton - - - 31	236 2	274 0 4	95 13 9	3,533 0 0	- - -	- - -	10 8 9	3,543 8 9	1,023 14 3	634 3 4	
Crewkerne - - - 20	107 0	97 11 2	30 4 0	1,254 0 0	- - -	- - -	20 12 2	1,274 12 2	362 9 3	231 6 4	
Dulverton - - - 13	230 0	284 19 10	72 14 9	1,614 6 10	60 6 8	- - -	15 17 6	1,690 11 0	1,509 9 6	- - -	
Dunster - - - 16	191 5	197 7 5	162 16 6	1,879 6 5	82 0 0	- - -	2 14 6	1,964 0 11	922 18 8	491 8 4	
Frome - - - 29	173 5	313 11 1	73 15 5	2,001 0 0	- - -	- - -	24 8 0	2,025 8 0	563 0 4	305 11 11	
Ilminster - - - 31	183 6	131 12 3	35 4 5	1,475 0 0	- - -	- - -	9 0 0	1,484 0 0	751 6 7	338 0 11	
Keynsham - - - 14	107 0	32 1 3	117 2 3	1,432 1 7	- - -	- - -	- - -	1,432 1 7	620 11 2	155 0 5	
Langport - - - 22	165 0	637 11 10	11 13 5	2,175 0 0	- - -	- - -	10 0 0	2,185 0 0	712 5 6	399 8 1	
Long Ashton - - - 23	178 0	270 8 10	83 15 11	2,626 15 4	- - -	- - -	72 1 10	2,698 17 2	1,202 4 1	566 3 10	
Milverton - - - 19	187 0	232 4 11	377 3 5	2,653 0 0	- - -	- - -	- - -	2,653 0 0	1,042 14 6	47 14 3	
Shepton Mallet - - 24	188 7	27 8 8	70 2 9	2,079 10 9	- - -	- - -	17 7 6	2,096 17 6	499 16 1	- - -	
Taunton - - - 37	249 1	874 8 1	133 12 2	3,166 10 7	14 8 4	- - -	50 0 0	3,230 18 11	1,854 4 8	14 2 4	
Wells - - - 17	118 6	348 15 9	151 8 11	3,118 0 0	168 6 4	- - -	55 15 7	3,342 1 11	596 9 2	287 13 5	
Weston - - - 20	129 4	422 12 0	50 15 5	2,775 14 8	- - -	- - -	1 4 3	2,776 18 11	1,038 1 3	380 0 5	
Williton - - - 19	193 2	317 3 4	14 3 9	1,675 2 6	124 12 7	- - -	17 6 6	1,817 1 7	625 10 0	470 16 0	
Wincanton - - - 42	212 1	359 6 1	251 12 6	2,740 15 0	- - -	- - -	5 16 9	2,746 11 9	1,163 14 4	697 19 9	
Yeovil - - - 33	190 3	292 8 5	12 13 7	1,645 10 0	- - -	- - -	23 1 6	1,668 11 6	832 2 3	378 1 6	
	487	3,797 5	6,234 1 6	2,305 1 10	48,626 8 2	684 19 11	250 0 0	523 4 1	50,683 12 2	17,674 1 3	6,096 1 4

COUNTY OF OXFORD.

EXPENDITURE.									BALANCE. 31st December 1867.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Tradesmen's Bills.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
87 3 0	8 15 2	254 10 0	199 12 9	137 11 0	- - -	- - -	11 2 7	2,812 10 10	1,205 15 8	160 9 2	—	—	-
79 5 6	110 9 8	- - -	188 1 4	41 12 0	- - -	- - -	- - -	2,329 3 4	644 14 4	—	—	—	-
781 19 0	101 0 8	- - -	201 18 0	68 7 0	- - -	- - -	4 12 2	3,194 18 1	467 11 2	30 17 9	—	—	-
143 9 2	144 18 9	- - -	249 17 7	44 0 0	- - -	- - -	- - -	3,358 16 2	353 0 10	138 19 0	—	—	-
950 1 11	194 3 10	- - -	331 1 7	- - -	- - -	- - -	12 6 0	4,267 18 6	1,276 9 0	193 14 5	—	—	-
81 5 3	145 13 2	- - -	219 18 9	41 4 3	- - -	- - -	3 0 5	2,506 2 10	273 11 2	—	—	—	-
233 8 4	22 13 8	- - -	315 2 10	- - -	- - -	- - -	- - -	1,833 15 5	435 7 6	2 7 4	—	—	-
937 12 3	95 2 11	- - -	250 0 0	- - -	- - -	- - -	44 18 7	3,139 16 2	405 18 6	267 17 3	—	—	-
312 13 5	56 1 10	- - -	209 3 6	148 11 3	- - -	- - -	- - -	1,801 3 10	112 7 8	107 19 4	—	—	-
3,561 17 10	878 19 8	254 10 0	2,164 16 4	481 5 6	- - -	- - -	75 19 9	25,244 0 2	5,179 15 10	902 4 3	—	—	-

COUNTY OF SALOP.

181 8 7	72 9 4	48 11 4	237 10 0	21 0 0	- - -	- - -	54 4 0	2,602 4 5	224 8 8	133 9 8	—	—	-
116 14 3	74 12 10	- - -	253 12 6	103 9 6	- - -	- - -	- - -	2,019 7 5	247 11 8	18 5 3	—	—	-
119 14 2	5 9 0	58 11 6	136 4 9	41 13 1	18 0 0	40 0 0	3 13 6	983 4 9	401 8 7	11 13 9	320 0 0	—	5
48 2 7	95 9 6	300 0 0	198 0 9	97 5 0	- - -	- - -	- - -	2,317 16 1	143 12 0	143 7 8	300 0 0	—	5
384 9 11	44 2 1	281 0 5	226 13 6	49 3 0	- - -	- - -	- - -	2,445 19 3	161 5 11	220 1 0	—	—	-
253 3 0	23 17 5	- - -	140 0 9	- - -	- - -	- - -	8 11 1	961 17 5	508 6 2	16 4 6	—	—	-
377 6 11	23 11 6	18 5 5	240 10 8	13 10 4	- - -	- - -	- - -	1,657 7 5	69 19 1	58 2 3	—	—	-
103 5 10	15 11 3	- - -	144 0 10	- - -	- - -	- - -	- - -	648 0 1	559 14 6	—	—	—	-
676 19 0	39 10 7	- - -	272 11 0	- - -	- - -	- - -	2 3 0	2,209 12 3	37 0 1	216 18 3	—	—	-
128 13 11	10 19 2	- - -	134 15 5	- - -	- - -	- - -	65 6 10	863 6 0	241 11 6	—	—	—	-
365 15 8	29 5 4	- - -	167 6 11	- - -	- - -	- - -	2 4 4	1,230 15 5	66 12 6	40 9 1	—	—	-
349 9 1	109 0 0	- - -	134 12 4	- - -	- - -	- - -	59 10 5	1,642 11 5	562 5 11	70 3 8	—	—	-
3,105 7 6	542 18 0	706 8 8	2,294 19 5	326 0 11	18 0 0	40 0 0	195 13 2	19,582 1 11	3,222 16 7	923 15 1	620 0 0	—	-

COUNTY OF SOMERSET.

4,189 15 9	41 15 1	1,487 13 7	371 17 5	20 7 0	- - -	- - -	15 10 3	7,325 18 6	403 2 6	198 11 4	—	—	-
894 8 9	47 15 3	370 15 2	373 15 6	83 17 0	10 8 4	41 13 4	22 7 0	4,183 1 1	472 0 1	106 19 0	416 13 4	—	5
940 1 5	371 17 9	- - -	287 9 0	- - -	- - -	- - -	94 12 2	3,356 17 11	431 6 8	116 9 3	—	—	-
300 15 5	45 10 1	- - -	164 13 5	10 10 0	- - -	- - -	*120 2 5	1,235 6 11	119 14 4	13 1 11	—	—	-
- - -	30 19 5	125 8 7	141 7 0	- - -	13 15 0	12 10 0	22 8 0	1,855 17 6	271 0 9	224 2 2	237 10 0	—	5½
87 15 0	59 2 11	- - -	173 13 0	- - -	- - -	- - -	- - -	1,725 17 11	234 1 4	11 7 5	—	—	-
510 4 4	308 12 5	- - -	235 3 0	98 5 0	- - -	- - -	4 1 5	2,024 18 5	313 19 2	73 13 11	—	—	-
281 10 5	25 16 10	4 0 1	196 11 11	5 1 0	- - -	- - -	8 12 6	1,611 0 3	86 2 0	110 14 5	—	—	-
224 8 4	11 17 0	- - -	262 19 10	2 3 6	- - -	- - -	42 5 9	1,319 6 0	63 17 0	36 2 5	—	—	-
251 15 4	24 3 6	666 1 11	248 3 0	472 10 0	- - -	- - -	15 6 6	2,789 13 10	349 18 2	328 13 7	—	—	-
819 2 10	81 0 3	- - -	216 15 0	- - -	- - -	- - -	30 3 9	2,915 9 9	362 12 11	392 12 7	—	—	-
976 3 3	111 3 3	- - -	246 12 9	- - -	- - -	- - -	6 5 0	2,430 13 0	120 2 1	42 13 7	—	—	-
1,169 3 5	160 9 4	- - -	218 5 1	24 15 0	- - -	- - -	83 16 9	2,156 5 8	53 11 4	155 13 7	—	—	-
1,758 15 0	251 1 9	- - -	294 19 0	- - -	- - -	- - -	7 13 8	3,680 16 5	441 12 9	155 14 4	—	—	-
1,454 16 6	36 10 11	460 13 2	247 17 6	- - -	- - -	- - -	0 6 6	3,084 7 2	534 5 5	79 3 10	—	—	-
866 11 2	133 1 1	- - -	200 6 11	77 0 0	- - -	- - -	11 0 0	2,706 0 10	506 13 9	63 19 1	—	—	-
396 15 8	46 2 11	47 8 11	246 12 2	- - -	- - -	- - -	- - -	1,833 2 8	354 13 8	67 15 2	—	—	-
399 14 11	- - -	177 3 1	312 8 9	167 6 0	- - -	- - -	17 13 3	2,836 0 1	262 6 2	244 0 11	—	—	-
342 6 0	77 5 8	- - -	255 10 10	14 13 0	- - -	- - -	- - -	1,899 19 3	90 12 8	42 5 7	—	—	-
15,864 0 6	1,855 5 5	3,339 4 6	4,595 1 1	976 7 6	24 3 4	54 3 4	502 4 11	50,970 13 2	5,571 12 0	2,529 13 1	654 3 4	—	-

* Including 78l. 19s. 11d. costs of lawsuit.

COUNTY OF STAFFORD.

NAME OF DISTRICT.	Returns.	Length of Highways.	BALANCE, 31st December 1866.		RECEIPTS.					Manual Labour, including Contract Work.	Team Labour.
			In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.		
		M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Burton-upon-Trent	- - 17	84 7	187 17 3	75 2 6	548 10 0	- - -	- - -	7 5 0	555 15 0	254 9 6	100 12 7

COUNTY OF SUFFOLK.

Blackbourne	- - 48	312 2	246 3 2	63 14 9	1,495 0 0	58 10 8	- - -	35 12 4	1,589 3 0	576 18 5	264 16 7
Hartismere	- - 32	182 6	151 17 1	103 16 11	1,522 7 0	29 17 8	- - -	3 0 10	1,555 5 6	443 10 8	162 6 7
Lavenham	- - 55	395 0	458 2 5	131 9 10	2,895 0 0	- - -	660 0 0	93 14 9	3,648 14 9	680 4 2	509 16 8
Mildenhall	- - 22	*150 0	172 17 10	91 0	1,603 0 0	- - -	- - -	7 9 0	1,610 9 0	522 12 6	315 12 8
Wickhambrook	- - 51	275 2	787 9 5	28 7 7	3,778 0 0	1 5 0	- - -	11 11 5	3,790 16 5	2,408 4 0	- - -
	208	1,315 2	1,816 9 11	418 9 8	11,293 7 0	89 13 4	600 0 0	151 8 4	12,194 8 8	4,631 9 9	1,252 12 6

* Estimated.

COUNTY OF SURREY.

Blackheath	- - 11	125 0	77 13 4	282 3 10	2,767 15 11	- - -	- - -	1 3 0	2,768 18 11	741 5 2	363 16 10
Chertsey	- - 9	139 7	216 9 10	39 4 0	1,423 0 0	- - -	- - -	47 14 9	1,470 14 9	532 11 4	439 19 4
Croydon	- - 9	103 2	143 0 7	334 5 11	3,356 0 0	- - -	- - -	147 9 4	3,503 9 4	844 15 11	158 2 9
Dorking	- - 9	98 4	131 11 0	17 16 8	1,588 2 9	- - -	- - -	37 14 0	1,625 16 9	567 2 5	402 18 3
Epsom	- - 11	70 3	117 4 3	368 8 7	2,672 19 6	20 0 0	- - -	31 19 3	2,724 18 9	635 13 10	- - -
Farnham	- - 6	109 2	245 4 5	25 9 7	1,288 0 0	- - -	- - -	9 17 6	1,297 17 6	287 2 4	179 6 4
Godalming	- - 10	142 4	163 1 11	46 18 8	2,465 0 0	- - -	- - -	- - -	2,465 0 0	884 18 10	451 1 5
Godstone	- - 15	178 5	289 5 0	226 2 8	3,013 13 4	- - -	- - -	324 4 6	3,337 17 10	1,201 13 10	800 12 8
Guildford	- - 13	161 6	169 19 7	259 17 8	2,148 0 0	- - -	- - -	- - -	2,148 0 0	315 7 3	325 13 6
Kingston	- - 17	115 7	264 5 8	794 2 6	4,980 19 2	- - -	- - -	39 13 0	5,020 12 2	1,012 7 2	442 16 6
Reigate	- - 12	164 0	428 8 7	263 6 8	3,715 0 0	- - -	1,200 0 0	- - -	4,915 0 0	1,069 8 9	472 11 1
	122	1,409 0	2,246 4 2	2,657 16 9	29,418 10 8	20 0 0	1,200 0 0	639 15 4	31,278 6 0	8,032 6 10	4,066 18 8

COUNTY OF SUSSEX.

Hastings	- - 32	*210 0	633 17 0	32 0 1	4,443 0 0	- - -	- - -	5 11 6	4,448 11 6	1,488 1 8	1,289 2 8
Mark Cross	- - 4	156 0	1,161 18 11	26 3 11	2,987 0 0	- - -	- - -	0 15 0	2,987 15 0	924 14 10	1,029 4 1
	36	366 0	1,795 15 11	58 4 0	7,430 0 0	- - -	- - -	6 6 6	7,436 6 6	2,412 16 0	2,318 6 9

* Including 11 miles 7 furlongs of Turnpike Road, repaired out of the Highway Rate.

COUNTY OF WARWICK.

Alcester	- - 17	102 6	78 3 11	47 0 6	1,098 0 0	- - -	- - -	- - -	1,098 0 0	503 9 10	192 2 11
Henley-in-Arden	- - 17	161 2	140 12 7	100 13 8	815 10 0	- - -	- - -	26 0 6	841 10 6	455 16 8	88 8 7
Kineton	- - 23	91 3	273 9 2	159 19 8	2,430 6 7	- - -	- - -	33 7 8	2,463 14 3	1,012 15 9	501 14 2
Stratford-upon-Avon	- 21	88 7	527 1 9	28 8 11	1,094 10 0	- - -	- - -	1 8 2	1,095 18 2	653 3 5	198 8 3
	78	444 2	1,019 7 5	336 2 9	5,438 6 7	- - -	- - -	60 16 4	5,499 2 11	2,623 5 8	980 13 11

COUNTY OF STAFFORD.

EXPENDITURE.									BALANCE, 31st December 1867.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Tradesmen's Bills.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
144 6 6	60 1 10	- - -	98 6 10	- - -	- - -	- - -	- - -	657 17 3	113 1 4	102 8 10	-	-	-

COUNTY OF SUFFOLK.

609 13 9	103 15 9	34 0 5	187 19 5	- - -	- - -	- - -	3 3 6	1,780 7 10	183 17 1	192 13 6	-	-	-
764 4 11	59 11 11	- - -	183 16 1	- - -	- - -	- - -	0 12 0	1,614 2 2	98 0 11	108 17 5	-	-	-
551 14 6	203 10 5	1,162 5 2	391 12 9	- - -	20 13 10	42 10 0	97 9 6	3,659 17 0	647 19 1	332 8 9	797 10 0	- - -	5
290 1 1	77 3 8	149 11 4	231 3 4	- - -	10 0 0	- - -	0 15 0	1,596 19 7	148 3 2	52 16 6	200 0 0	- - -	5
546 10 4	478 14 11	- - -	285 19 9	- - -	- - -	- - -	5 0 0	3,724 9 0	900 14 0	75 4 9	-	-	-
2,762 4 7	922 16 8	1,345 16 11	1,280 11 4	- - -	30 13 10	42 10 0	107 0 0	12,375 15 7	1,978 14 3	762 0 11	997 10 0	-	-

COUNTY OF SURREY.

662 1 7	72 5 4	- - -	194 14 4	130 0 0	- - -	- - -	3 3 0	2,167 6 3	421 8 2	24 6 0	-	-	-
184 6 0	187 9 0	- - -	243 5 4	- - -	- - -	- - -	22 4 1	1,609 15 1	200 19 7	162 14 1	-	-	-
1,870 8 5	98 9 5	- - -	283 3 3	- - -	- - -	- - -	- - -	3,254 19 9	174 14 8	117 10 5	-	-	-
195 11 4	75 5 7	- - -	177 16 3	97 2 9	49 3 4	- - -	2 11 6	1,567 11 5	175 14 7	3 14 11	1,000 0 0	- - -	5
1,427 11 9	147 3 10	- - -	252 10 9	- - -	- - -	- - -	33 1 10	2,496 2 0	154 15 2	177 2 9	-	-	-
439 2 11	29 7 4	- - -	242 5 6	- - -	- - -	- - -	151 10 10	1,823 15 3	234 8 5	45 11 4	-	-	-
442 19 3	39 16 3	170 0 0	172 1 3	- - -	- - -	- - -	25 13 7	2,186 10 7	394 12 8	-	-	-	-
558 12 7	77 16 10	- - -	324 15 0	- - -	- - -	- - -	221 10 3	3,245 1 2	431 16 4	275 17 4	-	-	-
477 18 11	74 17 2	- - -	205 1 4	- - -	- - -	- - -	- - -	1,398 13 2	695 4 0	36 0 3	-	-	-
2,969 8 5	1,285 1 5	- - -	450 14 8	- - -	- - -	- - -	*629 19 0	6,790 7 2	235 9 11	2,535 1 9	-	-	-
1,284 15 9	115 1 5	1,191 14 6	365 0 0	- - -	9 14 0	- - -	21 0 0	4,469 5 6	716 19 0	106 2 7	1,200 0 0	37 4 10	5
10,512 16 11	2,202 13 7	1,361 14 6	2,911 7 8	227 2 9	58 17 4	- - -	1,110 14 1	30,514 12 4	3,836 2 6	3,494 1 5	2,200 0 0	37 4 10	-

* Including 399l. 17s. 2d. for watering.

COUNTY OF SUSSEX.

537 15 4	189 18 4	- - -	351 12 6	527 5 1	- - -	- - -	179 9 0	4,663 4 7	594 18 3	107 14 5	-	-	-
1,163 14 7	39 3 5	347 1 9	235 1 10	- - -	55 3 9	50 0 0	8 6 10	3,352 11 1	538 12 4	317 13 5	950 0 0	- - -	5
1,701 9 11	229 1 9	347 1 9	586 14 4	527 5 1	55 3 9	50 0 0	187 15 10	8,415 15 8	1,183 10 7	425 7 10	950 0 0	-	-

COUNTY OF WARWICK.

109 3 8	112 2 11	- - -	163 14 8	- - -	- - -	- - -	22 14 6	1,103 8 6	132 16 1	107 1 2	-	-	-
149 19 5	77 18 1	- - -	143 2 6	- - -	- - -	- - -	- - -	913 5 3	78 5 9	110 1 7	-	-	-
549 11 3	63 1 6	- - -	154 11 11	239 0 1	- - -	- - -	- - -	2,520 14 8	200 5 8	143 16 7	-	-	-
226 8 10	57 18 11	- - -	182 18 8	20 15 0	- - -	- - -	33 16 10	1,373 9 11	238 7 2	17 6 1	-	-	-
1,035 3 2	311 1 5	- - -	644 7 9	259 15 1	- - -	- - -	56 11 4	5,910 18 4	649 14 8	378 5 5	-	-	-

COUNTY OF WILTS.

NAME OF DISTRICT.	Length of Highways	BALANCE, 31st December 1886.		RECEIPTS.					Manual Labour, including Contract Work.	Team Labour.
		In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amesbury - - - 23	95 2	75 0 6	156 0 8	606 4 3	- - -	100 0 0	79 17 5	986 1 8	432 7 10	178 5 8
Calne - - - 11	78 0	117 7 1	56 11 11	1,924 14 9	184 1 9	- - -	97 15 9	2,206 12 3	503 15 1	362 18 2
Chippenham - - 29	221 0	331 3 6	305 16 3	2,896 16 6	- - -	- - -	83 8 9	2,980 5 3	1,948 19 7	280 1 9
Cricklade - - - 12	70 4	198 18 11	4 17 4	1,200 0 0	- - -	- - -	36 5 10	1,236 5 10	395 11 2	166 5 11
Devizes - - - 29	*175 0	237 12 10	443 12 5	2,263 12 6	85 6 3	- - -	30 2 6	2,379 1 3	992 5 3	944 15 10
Everley & Pewsey - - 27	170 0	156 16 7	44 16 6	1,451 10 0	- - -	- - -	24 7 6	1,475 17 6	766 17 10	259 0 10
Hindon - - - 31	271 1	391 15 0	264 4 5	3,851 2 4	- - -	- - -	85 9 0	3,936 11 4	1,706 11 2	778 1 9
Malmesbury - - - 28	231 7	913 7 5	158 16 11	2,759 18 3	- - -	- - -	- - -	2,759 18 3	1,321 16 3	607 7 10
Marlborough - - 25	253 4	256 3 2	360 19 11	2,482 0 0	- - -	- - -	29 2 0	2,511 2 0	930 11 7	443 16 5
Salisbury - - - 48	307 4	234 8 1	357 7 0	2,860 17 10	- - -	- - -	38 18 1	2,899 15 11	973 1 2	323 9 9
Swindon - - - 21	181 3	568 14 7	337 13 9	5,069 0 0	196 13 7	- - -	62 0 10	5,327 14 5	1,376 7 1	1,240 1 5
Trowbridge - - - 27	185 0	367 1 3	293 12 0	2,724 10 0	- - -	- - -	46 6 7	2,770 16 7	1,143 4 4	587 18 10
Warminster - - - 23	105 2	73 15 4	264 4 10	1,375 0 0	- - -	- - -	3 0 0	1,378 0 0	636 18 10	105 7 4
334	2,345 3	3,922 4 3	3,053 13 11	31,665 6 5	466 1 7	100 0 0	616 14 3	32,848 2 3	13,128 6 2	6,277 11 6

* Estimated.

COUNTY OF WORCESTER.

Evesham - - - 19	71 0	286 10 10	38 4 7	1,666 0 0	11 15 6	- - -	13 5 6	1,691 1 0	608 18 11	337 8 10
Kidderminster - - 14	141 7	583 10 1	7 7 4	788 5 0	46 10 0	- - -	20 18 9	855 13 9	640 17 7	161 14 4
Martley - - - 26	147 1	467 14 7	299 17 10	3,365 0 0	- - -	- - -	172 1 6	3,537 1 6	970 9 10	624 7 0
Redditch - - - 10	159 2	29 10 8	131 1 3	1,487 0 0	- - -	- - -	- - -	1,487 0 0	680 17 8	101 2 5
Shipston-on-Stour - 31	116 7	295 15 7	53 17 10	2,322 11 10	- - -	- - -	37 9 2	2,360 1 0	566 15 11	670 9 0
Tenbury - - - 19	93 4	139 19 7	111 9 2	1,656 0 0	- - -	- - -	29 13 6	1,685 13 6	834 0 1	357 10 9
Upton-on-Severn - - 20	157 0	297 11 2	129 9 4	1,867 17 6	- - -	- - -	14 5 10	1,882 3 4	412 1 5	546 13 7
Upton Snodsbury - - 32	121 2	180 12 3	131 7 0	1,985 5 6	- - -	*10 0 0	- - -	1,995 5 6	529 19 10	270 0 3
171	1,007 7	2,281 4 9	902 14 4	15,137 19 10	53 5 6	10 0 0	287 14 3	15,493 19 7	5,244 1 3	3,068 6 2

* Omitted last year.

COUNTY OF YORK.

Ecclesfield & Bradfield - 2	171 0	321 1 4	1,088 13 10	3,226 5 5	- - -	- - -	79 1 8	3,305 7 1	1,894 6 1	253 19 0
Settle - - - 31	254 6	639 1 6	26 9 2	1,431 10 0	- - -	- - -	12 8 0	1,443 18 0	904 5 7	171 16 2
Staincliffe, East - - 54	264 0	150 2 8	1,025 9 8	3,852 19 10	87 1 8	- - -	1 9 0	3,941 10 6	4,225 13 0	- - -
Strafforth and Tickhill Lower 55	299 5	1,143 13 7	63 1 5	7,043 0 0	- - -	- - -	250 13 2	7,293 13 2	3,180 4 2	1,632 11 6
142	989 3	2,258 19 1	2,203 14 1	15,553 15 3	87 1 8	- - -	343 11 10	15,984 8 9	10,204 8 10	2,058 6 8

NORTH WALES.

COUNTY OF DENBIGH.

Abergele - - - 6	124 0	115 2 7	147 4 5	1,062 0 0	- - -	- - -	4 18 6	1,066 18 6	488 1 3	193 11 0
Llangollen - - - 11	240 6	192 13 9	68 5 5	1,283 2 4	- - -	- - -	1 18 0	1,285 0 4	785 12 6	- - -
Llanrwst - - - 9	200 0	192 13 11	7 5 1	679 8 8	- - -	- - -	0 10 0	679 18 8	493 3 0	61 1 0
Ruthin - - - 15	194 0	115 2 7	59 2 10	868 0 0	- - -	- - -	- - -	868 0 0	474 0 2	125 12 0
Wrexham - - - 32	249 4	441 2 9	177 5 7	2,797 0 0	- - -	- - -	- - -	2,797 0 0	1,336 19 1	645 0 9
73	1,068 2	1,056 15 7	459 3 4	6,689 11 0	- - -	- - -	7 6 6	6,696 17 6	3,577 16 0	1,025 4 9

COUNTY OF WILTS.

EXPENDITURE.									BALANCE, 31st December 1867.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Tradesmen's Bills.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPEN- DITURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
6 17 7	42 19 9	216 9 0	111 16 6	- - -	- - -	- - -	- - -	988 16 4	79 3 6	162 18 4	100 0 0	- - -	5
763 9 4	111 8 1	- - -	211 0 4	196 13 5	- - -	- - -	119 4 5	2,268 8 10	214 4 3	215 5 8	- - -	- - -	-
405 12 10	57 12 11	- - -	261 10 8	51 16 0	- - -	- - -	94 14 5	3,100 8 2	191 15 2	286 10 10	- - -	- - -	-
688 9 3	22 1 5	- - -	113 3 6	62 7 6	- - -	- - -	26 3 0	1,374 1 9	93 13 10	37 8 2	- - -	- - -	-
215 13 3	53 15 10	50 1 0	250 11 6	- - -	- - -	- - -	54 9 3	2,561 11 11	203 7 0	696 17 3	- - -	- - -	-
147 12 4	71 6 2	- - -	206 10 3	- - -	2 10 0	25 0 0	- - -	1,478 17 5	202 1 7	93 1 5	25 0 0	- - -	5
890 19 11	169 19 8	- - -	314 2 8	- - -	- - -	- - -	- - -	3,859 15 2	481 7 0	277 0 3	- - -	- - -	-
948 4 4	46 2 5	7 0 0	210 19 7	100 5 7	60 0 0	60 0 0	- - -	3,861 15 0	508 6 5	355 12 8	1,140 0 0	- - -	5
143 19 4	181 1 8	- - -	265 8 0	6 0 0	- - -	- - -	1 2 6	1,971 19 6	445 17 2	11 11 5	- - -	- - -	-
799 7 5	210 1 11	- - -	384 15 8	- - -	- - -	- - -	- - -	2,690 15 11	435 6 7	349 5 6	- - -	- - -	-
2,516 12 2	122 8 10	- - -	288 12 7	150 5 5	- - -	- - -	- - -	5,674 7 6	296 5 5	411 17 8	- - -	- - -	-
658 7 4	116 1 7	32 15 3	258 0 9	24 0 0	- - -	- - -	53 17 8	2,874 5 9	185 15 7	215 15 6	- - -	- - -	-
75 10 8	34 12 10	- - -	177 2 10	18 0 0	10 17 0	33 0 0	17 4 11	1,108 14 5	123 15 0	44 18 11	184 0 0	- - -	5
8,160 15 9	1,239 13 1	306 5 3	3,033 14 10	609 7 11	73 7 0	118 0 0	366 16 2	33,313 17	3,460 18 6	3,058 3 7	1,449 0 0	- - -	-

COUNTY OF WORCESTER.

347 10 2	39 1 7	- - -	155 3 3	- - -	- - -	- - -	11 12 5	1,499 15 2	453 3 4	13 11 3	- - -	- - -	-
256 15 9	48 19 2	42 9 5	167 7 11	- - -	- - -	- - -	6 11 5	1,324 15 8	181 2 7	74 1 9	- - -	- - -	-
453 6 10	80 18 4	318 14 11	284 0 2	132 1 4	49 19 0	105 0 0	12 5 8	3,031 3 1	756 15 4	83 0 2	745 0 0	13 19 0	6
89 13 4	83 19 10	- - -	194 6 6	- - -	- - -	- - -	13 1 4	1,163 1 0	293 8 11	70 15 6	- - -	- - -	-
1,000 15 1	58 16 1	- - -	225 18 11	- - -	- - -	- - -	7 10 0	2,530 5 0	276 1 6	204 7 9	- - -	- - -	-
21 7 1	70 15 7	- - -	158 4 9	35 18 4	- - -	- - -	†303 13 11	1,781 10 6	81 3 5	148 10 0	- - -	- - -	-
671 4 0	43 12 9	75 13 5	203 6 6	- - -	- - -	- - -	13 5 9	1,864 17 5	232 6 4	46 18 7	- - -	- - -	-
409 11 3	38 4 6	404 17 2	207 13 7	- - -	4 5 0	10 0 0	13 11 0	1,888 2 7	323 11 1	172 2 11	155 0 0	- - -	5
3,150 3 6	464 7 10	841 14 11	1,596 1 7	167 19 8	54 4 0	115 0 0	381 11 6	15,083 10 5	2,662 7 6	813 7 11	900 0 0	13 19 0	-

† Law charges.

COUNTY OF YORK.

606 2 4	20 17 7	- - -	257 13 3	35 0 0	- - -	- - -	155 3 6	3,223 1 9	226 5 1	911 12 3	- - -	- - -	-
412 15 11	12 1 3	- - -	238 6 4	- - -	- - -	- - -	168 1 9	1,907 7 0	304 18 0	155 14 8	- - -	- - -	-
- - -	26 3 11	434 17 11	278 10 2	14 18 4	5 0 0	10 0 0	60 2 0	5,055 5 4	103 9 3	2,092 11 1	90 0 0	- - -	5
1,541 10 7	130 10 11	619 4 4	237 13 3	155 2 8	- - -	- - -	46 14 0	7,593 11 5	886 5 9	100 11 10	- - -	- - -	-
2,560 8 10	189 13 8	1,054 2 3	1,062 3 0	205 1 0	5 0 0	10 0 0	430 1 3	17,779 5 6	1,520 18 1	3,260 9 10	90 0 0	- - -	-

NORTH WALES.

COUNTY OF DENBIGH.

72 11 3	17 8 6	- - -	136 18 4	82 0 0	- - -	- - -	4 0 0	994 10 4	67 12 1	27 5 9	- - -	- - -	-
309 18 1	- - -	- - -	164 6 6	- - -	- - -	- - -	46 4 11	1,306 2 0	175 2 3	71 15 7	- - -	- - -	-
14 8 8	7 9 10	- - -	132 2 5	115 0 0	- - -	- - -	1 12 6	824 17 5	64 14 4	24 4 3	- - -	- - -	-
67 10 6	8 11 7	- - -	202 7 5	- - -	- - -	- - -	13 9 3	891 10 11	85 17 10	53 9 0	- - -	- - -	-
134 15 4	52 11 1	131 9 11	293 6 5	- - -	- - -	- - -	0 19 0	2,595 1 7	570 7 5	104 11 10	- - -	- - -	-
599 3 10	66 1 0	131 9 11	929 1 1	197 0 0	- - -	- - -	66 5 8	6,612 2 3	963 13 11	281 6 5	- - -	- - -	-

SOUTH WALES.

(Under 23rd and 24th Victoria, cap. 68.)

COUNTY OF BRECON.

NAMES OF DISTRICTS.	Length of Highways.	BALANCE, 25th March 1866.		RECEIPTS.			
		In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour.
Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brecon - - - - - 30	192 0	58 4 8	55 9 7	1,230 15 0	0 17 0	1,231 12 0	750 1 8
Builth - - - - - 22	194 6	4 5 2	36 2 6	668 11 7	109 13 4	778 4 11	312 10 7
Crickhowell - - - 13	153 7	37 7 1	110 1 0	919 16 0	52 4 0	972 0 0	463 17 8
Devynnock - - - - 12	217 0	76 2 3	54 2 9	851 19 11	- - -	851 19 11	531 12 10
Talgarth - - - - - 27	150 6	67 13 5	134 0 8	1,076 0 0	15 6 0	1,091 6 0	446 15 6
Vaynor - - - - - 6	74 3	115 9 5	- - -	540 0 0	- - -	540 0 0	357 7 2
Ystradgunlais - - - 8	30 4	34 7 3	8 16 1	270 10 2	- - -	270 10 0	118 16 1
118	1,013 2	393 9 3	398 12 7	5,557 12 8	178 0 4	5,735 13 0	2,981 1 6

COUNTY OF CARDIGAN.

Aberayron - - - - 14	293 4	68 10 5	7 18 7	561 0 0	- - -	561 0 0	343 17 5
Cardigan - - - - - 8	71 1	86 3 10	16 14 6	287 11 10	- - -	287 11 10	137 17 2
Geneurglyn, Lower - 11	87 6	11 14 6	19 1 9	298 0 0	- - -	298 0 0	148 9 3
Geneurglyn, Upper - 7	62 4	29 5 3	47 18 5	168 0 0	- - -	168 0 0	77 12 3
Lampeter - - - - - 10	97 6	86 19 7	9 7 4	199 11 6	- - -	199 11 6	164 5 0
Llandyssil - - - - - 3	73 0	0 9 10	41 9 3	195 5 10	- - -	195 5 10	68 3 10
Newcastle Emlyn - - 9	106 4	0 9 0	15 17 11	383 2 4	0 6 0	383 8 4	196 2 5
Tregaron, Lower - - - 15	91 2	21 13 10	44 1 2	363 10 0	28 13 6	392 3 6	205 8 9
Tregaron, Upper - - - 12	90 5	6 1 10	11 16 1	273 10 0	- - -	273 10 0	191 1 7
Ystwyth, Lower - - - 7	86 1	7 12 2	23 15 11	313 0 0	15 0 0	328 0 0	194 16 4
Ystwyth, Upper - - - 5	94 0	2 5 9	3 5 1	287 0 0	- - -	287 0 0	160 17 4
101	1,154 1	321 6 0	241 6 0	3,329 11 6	43-19 6	3,373 11 0	1,888 11 4

COUNTY OF CARMARTHEN.

Carmarthen - - - - - 13	216 2	220 16 7	19 0 1	560 1 5	5 5 5	565 6 10	263 17 4
Cleares, St. - - - - - 13	104 6	44 0 7	44 14 6	829 0 6	8 1 3	837 1 9	239 2 10
Cross Inn - - - - - 30	117 6	85 6 4	33 12 5	400 0 0	- - -	400 0 0	238 13 5
Kidwelly - - - - - 1	9 0	- - -	9 18 11	144 2 8	0 1 0	144 3 8	35 0 9
Llanboidy - - - - - 11	162 0	31 15 8	26 2 2	1,451 0 0	23 10 0	1,474 10 0	332 2 1
Llandilofawr - - - - 18	143 7	43 7 1	29 7 7	567 0 0	- - -	567 0 0	262 5 4
Llandovery - - - - - 14	170 6	41 19 6	28 14 3	764 0 0	- - -	764 0 0	349 7 3
Llanelly - - - - - 13	118 1	403 19 2	10 1 2	757 14 9	- - -	757 14 9	582 8 11
Llangadock - - - - - 12	89 4	49 16 4	11 9 1	326 11 9	- - -	326 11 9	128 13 9
Llangendeirne - - - - 7	161 0	37 1 8	1 11 2	949 13 2	- - -	949 13 2	276 13 5
Llanllawddog - - - - 6	96 0	16 4 0	15 15 7	242 12 10	0 5 0	242 17 10	140 16 1
Llansawel - - - - - 16	154 1	98 3 6	41 7 8	602 0 0	10 0 0	612 0 0	281 18 2
Newcastle Emlyn - - - 6	110 4	4 9 5	2 2 6	328 2 0	- - -	328 2 0	116 15 4
160	1,653 5	1,076 19 10	273 17 1	7,921 19 1	47 2 8	7,969 1 9	3,247 14 8

SOUTH WALES.

(Under 23rd and 24th Victoria, cap. 68.)

COUNTY OF BRECON.

EXPENDITURE.						BALANCE, 25th March 1867.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	411 9 3	10 1 6	172 13 0	22 17 2	1,367 2 7	36 0 2	168 15 8
- - -	330 17 3	13 3 1	111 7 9	1 10 0	769 8 8	26 1 0	49 2 1
83 6 10	63 15 4	32 1 10	162 10 0	21 11 11	827 3 7	110 16 0	38 13 6
- - -	173 9 6	8 11 7	135 7 0	9 19 7	859 0 6	69 4 11	54 6 0
2 7 9	435 5 10	49 14 1	141 6 0	30 8 11	1,105 18 1	62 13 9	143 13 1
62 5 6	17 6 0	7 13 0	90 0 0	30 9 3	565 5 11	90 3 6	-
- - -	40 3 6	- - -	81 10 0	1 10 0	241 19 7	54 18 0	0 16 3
148 0 1	1,472 6 8	121 10 1	894 13 9	118 6 10	5,735 18 11	449 17 4	455 6 7

COUNTY OF CARDIGAN.

151 0 10	- - -	- - -	73 15 3	2 0 0	570 13 6	67 4 0	16 5 8
19 9 4	60 7 1	1 10 3	63 2 0	5 1 4	287 7 2	78 18 7	9 4 7
31 9 0	39 17 8	9 0 6	57 10 10	5 13 0	292 0 3	7 13 6	9 1 0
29 11 8	10 0 5	- - -	57 10 0	2 8 0	177 2 4	1 4 0	28 19 6
40 10 6	0 3 0	- - -	48 5 0	0 17 6	254 1 0	57 17 7	34 14 10
20 5 2	36 0 0	- - -	31 0 0	- - -	155 9 0	0 13 1	1 15 8
41 0 4	63 12 5	11 16 7	65 0 0	- - -	377 11 9	6 0 11	15 13 3
70 8 6	11 17 8	6 11 0	60 0 0	1 3 3	355 9 2	35 17 2	21 10 2
9 0 0	34 9 1	2 16 0	60 0 0	1 0 9	298 7 5	3 8 10	34 0 6
14 11 9	25 12 6	4 8 6	57 10 0	- - -	296 19 1	25 14 8	10 17 6
9 4 6	42 18 2	3 2 6	57 10 2	13 0 11	286 13 7	0 11 0	1 3 11
436 11 7	324 18 0	39 5 4	631 3 3	31 4 9	3,351 14 3	285 3 4	183 6 7

COUNTY OF CARMARTHEN.

9 15 10	194 18 6	8 8 10	110 0 0	15 6 8	602 7 2	198 13 0	33 16 10
28 1 4	410 0 7	20 19 1	115 0 0	11 1 7	824 5 5	63 15 8	51 13 3
8 8 0	84 8 2	4 7 1	67 10 0	22 9 8	425 16 4	51 17 7	26 0 0
22 3 0	40 1 2	1 5 6	30 10 0	1 10 0	130 10 5	3 14 4	-
48 10 9	953 19 1	21 16 8	115 0 0	54 4 5	1,525 13 0	23 16 9	69 6 3
24 14 1	125 12 9	11 5 0	103 6 2	22 16 1	549 19 5	57 5 11	26 5 10
33 3 0	203 12 6	59 17 5	1195 0 0	6 5 2	747 5 4	49 0 3	19 0 4
- - -	3 19 7	27 12 9	119 0 0	16 11 10	729 13 1	436 10 8	14 11 0
2 12 3	105 9 6	5 14 8	58 0 0	2 13 6	303 3 8	81 4 4	19 9 0
33 16 10	415 14 11	6 13 7	105 0 0	20 1 6	858 0 3	127 3 5	-
17 0 0	42 16 11	3 5 8	56 5 0	4 11 11	264 15 7	3 13 4	25 2 8
16 15 5	158 6 2	- - -	100 15 0	22 2 1	579 16 10	154 6 1	65 7 1
37 13 9	103 16 11	4 11 7	70 4 9	6 16 5	339 18 9	1 5 1	10 14 11
282 14 3	2,842 16 9	155 17 10	1,145 10 11	206 10 10	7,881 5 3	1,252 6 5	361 7 2

COUNTY OF GLAMORGAN.

NAMES OF DISTRICTS.	Length of Highways.	BALANCE, 25th March 1866.		RECEIPTS.				Manual Labour.
		In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	TOTAL RECEIPTS.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Bridgend - - - Returns.	M. F. 29	169 2	171 3 9	19 15 4	793 10 0	- - -	793 10 0	513 13 7
Cowbridge - - - -	28	148 0	51 19 8	23 11 1	870 10 0	1 11 0	872 1 0	586 0 11
Dynas Powis - - - -	27	163 2	44 17 9	157 13 0	1,379 11 9	- - -	1,379 11 9	828 8 5
Llandaff - - - - -	22	249 0	569 4 3	21 15 2	3,065 9 1	29 1 0	3,094 10 1	1,838 17 6
Neath - - - - -	32	196 4	226 6 7	282 8 4	2,956 2 0	- - -	2,956 2 0	1,551 6 11
Pontypridd, 1st District -	6	181 2	794 13 9	- - -	3,660 0 0	0 2 0	3,660 2 0	1,231 7 6
Pontypridd, 2d District*	7	134 0	173 10 0	25 3 5	1,275 0 0	- - -	1,275 0 0	364 16 2
Swansea - - - - -	36	223 0	249 5 6	87 2 5	1,466 13 5	- - -	1,466 13 5	973 5 11
	187	1,464 2	2,281 1 3	617 8 9	15,466 16 3	30 14 0	15,497 10 3	7,887 16 11

* From the 29th September 1866.

COUNTY OF PEMBROKE.

Boncath - - - - -	- 15	144 4	40 18 10	47 9 4	676 3 4	- - -	676 3 4	89 1 11
Haverfordwest, North - - - - -	- 17	202 0	160 2 9	27 1 6	1,095 0 0	- - -	1,095 0 0	419 1 11
Haverfordwest, South - - - - -	- 19	173 6	127 4 6	11 17 0	1,088 0 0	- - -	1,088 0 0	313 12 4
Llanhaden - - - - -	- 11	36 3	17 2 6	36 14 4	374 10 0	- - -	374 10 0	96 16 1
Mathry - - - - -	- 19	220 1	227 0 3	18 19 11	875 0 0	- - -	875 0 0	390 13 7
Midland - - - - -	- 13	64 5	14 2 7	32 9 1	431 0 0	5 12 4	436 12 4	114 16 7
Narberth - - - - -	- 12	60 2	31 2 1	3 9 9	656 12 3	4 16 6	661 8 9	189 1 6
Newport - - - - -	- 19	150 2	36 0 9	30 14 9	539 0 0	- - -	539 0 0	171 11 2
Pembroke - - - - -	- 18	159 0	92 13 9	46 9 2	1,082 5 0	- - -	1,082 5 0	412 16 6
Tenby - - - - -	- 11	93 1	54 8 7	8 13 9	742 12 1	- - -	742 12 1	216 2 4
	154	1,304 0	800 16 7	263 18 7	7,560 2 8	10 8 10	7,570 11 6	2,413 13 11

COUNTY OF RADNOR.

Colwyn - - - - -	- 12	63 0	2 17 5	23 19 6	409 0 0	- - -	409 0 0	207 5 5
Knighton - - - - -	- 23	230 0	82 1 1	88 15 4	627 0 0	15 0 0	642 0 0	362 16 3
Painscastle - - - - -	- 11	103 0	59 0 5	3 9 10	554 0 0	- - -	554 0 0	292 6 2
Radnor - - - - -	- 17	100 0	56 4 3	3 15 5	644 0 0	- - -	644 0 0	260 11 0
Rhayader - - - - -	- 24	165 3	56 11 7	2 17 5	607 10 0	10 6 6	617 16 6	374 5 7
	87	661 3	256 14 9	122 17 6	2,841 10 0	25 6 6	2,866 16 6	1,497 4 5

ABSTRACT.

NAMES OF COUNTIES.	Length of Highways.	BALANCE, 25th March 1866.		RECEIPTS.				Manual Labour.
		In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	TOTAL RECEIPTS.		
SOUTH WALES.								
	Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
BRECONSHIRE	- 118	1,013 2	393 9 3	398 12 7	5,557 12 8	178 0 4	5,735 13 0	2,981 1 6
CARDIGANSHIRE	- 101	1,154 1	321 6 0	241 6 0	3,329 11 6	43 19 6	3,373 11 0	1,888 11 4
CARMARTHENSHIRE	- 160	1,653 5	1,076 19 10	273 17 1	7,921 19 1	47 2 8	7,969 1 9	3,247 14 8
GLAMORGANSHIRE	- 187	1,464 2	2,281 1 3	617 8 9	15,466 16 3	30 14 0	15,497 10 3	7,887 16 11
PEMBROKESHIRE	- 154	1,304 0	800 16 7	263 18 7	7,560 2 8	10 8 10	7,570 11 6	2,413 13 11
RADNORSHIRE	- 87	661 3	256 14 9	122 17 6	2,841 10 0	25 6 6	2,866 16 6	1,497 4 5
	807	7,250 5	5,130 7 8	1,918 0 6	42,677 12 2	335 11 10	43,013 4 0	19,916 2 9

COUNTY OF GLAMORGAN.

EXPENDITURE.						BALANCE, 25th March 1867.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d. 85 8 8	£ s. d. 14 12 10	£ s. d. 32 5 8	£ s. d. 105 0 0	£ s. d. 10 16 9	£ s. d. 761 17 6	£ s. d. 191 0 6	£ s. d. 7 19 7
96 8 1	33 8 11	54 2 8	147 8 3	6 0 5	923 9 3	26 12 8	49 12 4
101 11 0	159 8 7	93 14 9	201 5 5	52 7 7	1,436 15 9	15 5 9	185 5 0
126 8 9	1,143 10 10	93 14 0	180 0 0	56 16 5	3,439 7 6	282 12 3	80 0 7
171 6 9	443 11 6	37 11 3	220 0 0	544 15 2	2,968 11 7	216 14 3	285 5 7
443 2 1	28 8 9	1,866 8 3	205 0 0	37 18 6	3,812 5 1	642 10 8	—
37 12 1	517 0 2	246 12 4	51 13 4	39 11 9	1,257 5 10	181 19 2	15 18 5
76 11 9	257 15 2	- - -	186 0 8	102 12 6	1,596 6 0	208 19 10	176 9 4
1,138 9 2	2,597 16 9	2,424 8 11	1,296 7 8	850 19 1	16,195 18 6	1,765 15 1	800 10 10

COUNTY OF PEMBROKE.

25 3 10	309 3 10	- - -	88 11 11	173 13 3	685 14 9	32 8 11	48 10 10
27 8 4	510 18 10	10 0 0	125 0 1	- - -	1,092 9 2	161 0 6	25 8 5
2 15 9	528 0 8	15 1 1	125 0 0	9 0 6	993 10 4	209 17 2	—
13 4 9	216 6 5	3 7 7	80 0 0	9 16 9	419 11 7	28 2 5	92 15 10
33 2 0	409 14 3	21 11 2	118 0 0	5 5 11	978 6 11	148 1 3	43 7 10
8 13 0	147 10 7	5 6 0	79 19 11	- - -	356 6 1	66 14 2	4 14 5
5 1 3	352 13 8	18 0 10	85 0 0	2 11 5	652 8 8	38 6 9	1 14 4
14 11 3	157 6 0	5 9 10	110 0 1	6 2 9	465 1 1	81 10 9	2 5 10
54 9 0	472 1 3	39 6 0	131 0 0	21 13 1	1,131 5 10	26 12 0	29 8 3
21 15 0	381 15 7	4 7 1	85 0 0	14 19 0	723 19 0	65 1 4	0 13 5
206 4 2	3,485 11 1	122 9 7	1,027 12 0	243 2 8	7,498 13 5	857 15 3	248 19 2

COUNTY OF RADNOR.

106 13 4	4 18 11	- - -	45 0 0	66 13 7	430 11 3	1 3 3	43 16 7
206 1 8	2 18 3	13 14 3	75 12 0	6 2 8	667 5 1	89 4 6	121 3 10
58 2 6	128 19 10	10 16 7	62 0 0	12 11 7	564 16 8	50 4 9	5 10 10
169 2 3	142 17 1	- - -	54 4 4	17 12 3	644 6 11	60 12 7	8 10 8
132 16 1	23 10 1	4 11 7	60 0 0	36 17 2	632 0 6	66 17 1	27 6 11
672 15 10	303 4 2	29 2 5	296 16 4	139 17 3	2,939 0 5	268 2 2	206 8 10

ABSTRACT.

EXPENDITURE.						BALANCE, 25th March 1867.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d. 148 0 1	£ s. d. 1,472 6 8	£ s. d. 121 10 1	£ s. d. 894 13 9	£ s. d. 118 6 10	£ s. d. 5,735 18 11	£ s. d. 449 17 4	£ s. d. 455 6 7
436 11 7	324 18 0	39 5 4	631 3 3	31 4 9	3,351 14 3	285 3 4	183 6 7
282 14 3	2,842 16 9	155 17 10	1,145 10 11	206 10 10	7,881 5 3	1,252 6 5	361 7 2
1,138 9 2	2,597 16 9	2,424 8 11	1,296 7 8	850 19 1	16,195 18 6	1,765 15 1	800 10 10
206 4 2	3,485 11 1	122 9 7	1,027 12 0	243 2 8	7,498 13 5	857 15 3	248 19 2
672 15 10	303 4 2	29 2 5	296 16 4	139 17 3	2,939 0 5	268 2 2	206 8 10
2,884 15 1	11,026 13 5	2,892 14 2	5,292 3 11	1,590 1 5	43,602 10 9	4,878 19 7	2,255 19 2

HARBOUR BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 8 March 1869;—

THAT the Board of Trade do present to this House a REPORT upon the
HARTLEPOOL PORT AND HARBOUR BILL.

1868-9.

REPORT OF THE BOARD OF TRADE.

HARTLEPOOL PORT AND HARBOUR BILL.

By this Bill it is proposed to authorise the Hartlepool Harbour Commissioners to abandon the construction of both the North and South Piers or Breakwaters authorised by sections 72 and 74 of "The Hartlepool Port and Harbour Act, 1855," the construction of which has never been commenced, and to construct the following works:

1. A sea-wall commencing on the North Pier at a point about 350 yards from the pier head, and following a curved line across Middleton Strand (the concave side being towards the sea), in a north-easterly direction for 500 yards, when it becomes straight, till it joins the South Jetty of the "Commissioners' Harbour."

2. A pier (No. 1) commencing at the point of junction of the above curved and straight lines, and extending seawards nearly south-east by east for about 430 yards.

3. A pier (No. 2) commencing below the cliff, at Hartlepool, at a point about 100 yards east of the shore end of the "Old Pier" of the "Commissioners' Harbour," and extending to sea in a southerly direction for a little beyond the Beacon at Inscar Point.

4. A breakwater at sea, about 550 yards long, commencing at a point about 730 yards south-east of the entrance to the West Harbour, and terminating at a point about 650 yards south-east of the head of the "Old Pier" of the "Commissioners' Harbour."

Middleton Strand, across which the sea-wall proposed is to be constructed, is the beaching place of shipping for saving life and property in storms, when they may be unable to fetch into either harbour. Any interference, therefore, that would destroy its present usefulness, would prove a very great injury to Hartlepool Bay and to the shipping resorting there.

It is submitted that the construction of this sea-wall in the present exposed condition of the bay would have the effect of scouring away the foreshore, and that distressed vessels, instead of beaching, would be dashed in pieces against the wall. In fact, this part of the design appears to be adapted to a sheltered condition which does not now exist, and it is therefore of the greatest importance that its execution be deferred until the altered state of the bay shall obviate the necessity for beaching in order to save life.

The proposed breakwater, while adapted to cover the anchorage of vessels of light draft, will to a certain extent prove a danger to larger ones compelled to bring up in the bay. At the same time it is to be observed that the class of vessels which are the chief sufferers from the present state of things, are the light colliers running for the harbours at a time when it is impossible to enter, and to these the breakwater would undoubtedly prove a great security, while it would also very materially reduce the risk and difficulty to all vessels in entering or leaving the harbours when the sea is high, and likewise extend the times within which they can enter and leave.

A more serious objection, however, attaches to this work in the case of vessels entering the bay with northerly gales and a heavy sea rolling into it; for it will be seen that in hauling round the Stones Buoy, there would be much doubt of weathering the breakwater, especially should the wind draw ahead at the critical moment of approaching it; and should the vessel fail to pass it and have no room to bear up outside of it, her destruction would be inevitable, whereas if she did bear up round the south-west end, she could not fetch the west harbour and would probably go on shore.

The limits of the harbour of Hartlepool, as defined by Section 5 of the Act of 1855, comprise so much of the port of Hartlepool (except the East and West Docks) as is within the limits of deviation of the piers shown on the deposited plans. These limits are as nearly as possible as follows: An imaginary line commencing on the shore of Carr House Sands at a point opposite to Carr cottage, and extending north-east by east for about 1,220 yards, then turning nearly east by north for about 800 yards, then nearly north by east for about 985 yards, then nearly north-east by north for about 400 yards, then turning north-west by north for about 650 yards, then nearly west by half west by north for about 530 yards, and finally reaching the shore at a point about 100 yards north-east of the shore end of the pier authorised by the Hartlepool Port and Harbour Act of 1851, and a little south of the Heugh Lighthouse.

The limits of the harbour as proposed by Section 6 of the present Bill, by which Section 5 of the Act of 1855 is proposed to be repealed, are as follows: So much of the harbour (except the East and West Docks) as is included in an imaginary line, commencing at a point on the shore 100 yards north-east of the shore end of the pier authorised by the Hartlepool Port and Harbour Act of 1851, and running seawards parallel to the direction of that pier for 900 yards; then turning nearly due south for 1,468 yards, and, finally turning inland at an interior angle of 111 degrees, until it reaches the shore at high water mark. The nearest point of this line to the north-eastern end of the proposed breakwater is 600 yards distant, and the nearest point to the south-western end is 1,000 yards distant; the furthest point of this line from the proposed breakwater is 1,400 yards distant.

By the 117th section of "The Hartlepool Port and Harbour Act, 1855," the Harbour Commissioners were authorised from the commencement of the Act, to take the tonnage duties specified in Part 1 of the Schedule, which are—

On vessels loading and unloading in the harbour, per register ton	-	1	d.
On vessels entering the harbour, but not loading or unloading, if in ballast	-	-	1 d.
„ „ „ If in cargo	-	-	2 d.

By the same section they were authorised to take the rates specified in Part 4 of the Schedule, which are—

On all decked vessels loading or unloading in the harbour, per ship	s.	d.
(except when driven in by stress of weather)	-	1 4
On all decked vessels (not driven in by stress of weather) not loading or unloading in the harbour	-	8

These latter duties were to be levied from the commencement of the Act until the 1st July 1860, on which day it was provided by Section 120 of the Act of 1855, that they should only be levied on the vessels entering that part of the old harbour which was formerly the tidal harbour, unless the Commissioners had then expended 100,000 *l.* on the works authorised by the Act. This sum not having been expended, the power to levy these duties has expired, except as regards vessels entering the tidal harbour.

It is proposed, not only by Clause 21 of the Bill, to repeal Section 120 of the Act of 1855, and to take the last-mentioned dues from the commencement of the proposed Act without any limitation of time (the effect of which repeal would be to render all vessels entering any part of the harbours or docks of Hartlepool at once liable to them), but also to take from the commencement of the Act, the tolls mentioned in Part 1 of the Schedule of the Act of 1855. Coupling these clauses with the clause specifying the limits of the harbour, it seems also that these dues will be levied upon vessels which enter these limits but which are to seaward of the proposed works, and which cannot, therefore, derive any benefit from them.

The

The Commissioners were further authorised by their Act of 1855, as soon as the Board of Trade certified that 100,000 *l.* had been expended on the works sanctioned by the Act of 1855, to take, instead of the tonnage dues specified as above in Part 1 of Schedule, the tonnage duties specified in Part 2 of the Schedule, which are :—

On all vessels loading or unloading in the harbour, per ton register	-	1½ <i>d.</i>
On all vessels entering the harbour without loading or unloading, if in ballast, or without cargo	- - - - -	2 <i>d.</i>
„ „ „ If with cargo on board	- - - - -	4 <i>d.</i>

It is proposed by Clause 18 of the Bill to empower the Commissioners to levy these duties so soon as they have expended 100,000 *l.* on the works now contemplated. These dues will also be levied on vessels which are seaward of the proposed works and which derive no advantage from them.

The Board of Trade desire to point out that the dues authorised by the Act of 1855 were established with a view of defraying the expense of a real and useful harbour of refuge, and were, as far as practicable, limited to ships which would derive benefit from them; whereas the proposal to substitute for the original plan a less extensive and less useful one, to revive certain of the dues sanctioned by the old Act, without the security for the completion of the works which that Act contemplated, and to take the whole of the dues over an area large parts of which are totally unprotected by the works now proposed, would confer far less benefit and impose far heavier burdens on shipping.

The Bay of Hartlepool is one of the places on the north-east coast at which it has at various times been proposed to construct a large harbour of refuge, and in the Report of the Royal Commission on that subject it was proposed to supplement local resources by a grant of public money. The scheme for such a harbour has not, however, been carried out. Local resources under the private Act of 1855 have proved insufficient, and no public grant has been or is likely to be made. Under these circumstances the Promoters of this Bill are undoubtedly placed in considerable difficulty, and the Board of Trade, in reporting on it, feel bound to call attention to the dilemma in which they are placed. On the one hand, it is of great public importance that one of the few good sites for a harbour of refuge on this dangerous coast should not be injured by works which are intended to benefit the local trade, and that such facilities for saving life and property as now exist in the Bay should be maintained unimpaired: on the other hand, if it is impossible to execute the larger schemes which have been contemplated, all reasonable facilities should be given for such works as the local trade may require, provided those works do not interfere with more important interests.

It should be added, as regards the period at which, and the area within which, the dues above-mentioned are to be levied, that the Promoters have undertaken, prior to the second reading of the Bill, that the clauses shall be so altered as to make the dues fall only on those ships which may derive advantage from the proposed works.

A clause similar to Clause 13 of “The Railways Clauses Act, 1863,” providing for the exhibition of lights on the works, should, according to the usual practice of Parliament, be inserted; and also a clause providing for the constant exhibition, when the works are completed, of such light, if any, as the Trinity House of Deptford Strond shall direct.

Board of Trade,
5 March 1869.

T. H. Farrer.

HARBOUR BILLS.

1868-9.

REPORT OF THE BOARD OF TRADE.

HARTLEPOOL PORT AND
HARBOUR BILL.

(Mr. John Bright.)

Ordered, by The House of Commons, to be Printed,
8 March 1869.

HARBOUR BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 8 March 1869;—

THAT the Board of Trade do present to this House a REPORT upon the
PORTHLEVEN HARBOUR BILL.

1868-9.

REPORT OF THE BOARD OF TRADE.

PORTHLEVEN HARBOUR BILL.

FROM the preamble of this Bill it appears that, by an Act of 1811, a company, called the Porthleven Harbour Company, was constituted and empowered to construct a harbour at Porthleven, and to take rates for its use, and that the harbour became, in 1855, vested in Messrs. Harvey & Co. This firm appear to have acted as the harbour authority for some years past, and to have erected a breakwater and gates, which have converted the harbour into a locked-in dock.

These works have apparently been constructed without special powers, and certainly without the usual sanction which the Admiralty, and recently the Board of Trade, have, in the interests of navigation, been by legislation required to give to similar undertakings. Messrs. Harvey have also levied rates. Owing, as is stated in the preamble, to doubts as to the extent of their present powers, they now seek powers to continue and to maintain the works already constructed, to levy rates, and to become the local harbour authority, and for other purposes.

The Board of Trade have from time to time, during some years past, received complaints from the fishermen of Porthleven, who are a numerous body, alleging that their lives and property are frequently endangered by the arbitrary closing by Messrs. Harvey, of the entrance to the harbour, which they say prevents them from getting into shelter when running into Porthleven Creek in stormy weather.

The fishermen are of opinion that their alleged grievances are not sufficiently met by the proposals contained in Clause 11 and other Clauses of the Bill.

The Board of Trade, under these circumstances, would submit to the attention of Parliament, that it would be desirable that the present opportunity should be taken, if possible, to settle the long-standing dispute between the fishermen and Messrs. Harvey & Co., and would suggest, as there appears some reason to believe that serious consequences may be apprehended if the timber-balks are let down under certain circumstances, either that provision should be made in the Bill for the representation of the fishermen on the governing body of the harbour, or that clauses should be inserted, providing, in cases where injury may be alleged to have been caused to the property of the fishermen through improper closing of the harbour-entrance, for the appointment of an arbitrator, with power to award damages, and for fixing upon the undertakers the liability of paying such damages to the persons injured.

They would further submit that, according to the usual practice of Parliament, "The Harbours, Docks, and Piers Clauses Act, 1847," and Sections 13, 18, and 19 of "The Railways Clauses Act, 1863," should be incorporated in the Bill, and that the Bill should state that, in construing those sections of the last-mentioned enactment, the words "work" and "railway" should be taken to mean any work below high-water mark which the undertakers may construct under the provisions of this Act.

Board of Trade,
8 March 1869.

T. H. Farrer.

HARBOUR BILLS.

1868-9.

REPORT OF THE BOARD OF TRADE.

PORTRILVEN HARBOUR BILL.

(*Mr. John Bright.*)

Ordered, by The House of Commons, to be Printed,
8 March 1869.

DUBLIN PORT AND DOCKS BILL.

RETURN to an Order of the Honourable The House of Commons,
dated 25 February 1869;—

“THAT the BOARD of TRADE do present to this House a REPORT upon the
DUBLIN PORT and DOCKS BILL.”

1868-9.

REPORT OF THE BOARD OF TRADE.

THE DUBLIN PORT AND DOCKS BILL.

By “The Dublin Port and Docks Act, 1867,” the powers for the government of the port and harbours of Dublin, which were exercised by the Port of Dublin Corporation, under various Acts of the Irish Parliament and that of the United Kingdom, were transferred to the Dublin Port and Docks Board. By the present Bill it is proposed to repeal wholly or in part all these statutes except the Act of 1867, and to confer on the present Board powers similar to, but more extended than, those they now exercise.

It is alleged in the preamble of the Bill, that the pilotage service of the port of Dublin has been carried on by the Port and Docks Board and their predecessors at a loss for many years past. The latter body were constituted the pilotage authority for the port of Dublin by the Act 26 Geo. 3, c. 19, by section 58 of which enactment pilotage was made compulsory on all vessels entering or leaving the port. The Act 40 Geo. 3, c. 47, extended the powers for the regulation of pilotage, and the bye-laws, regulations, and rates of pilotage now in force for the port of Dublin are made under its provisions.

From the annual returns furnished to the Board of Trade by the local pilotage authority under the provisions of section 337 of the “Merchant Shipping Act, 1854,” (Parliamentary Paper, No. 270, of Session 1862, since which time there has been no alteration), the present rates appear to be as follows:—

SCHEDULE of RATES of PILOTAGE of the Port of *Dublin*, 40 Geo. 3, c. 47.

	£.	s.	d.		£.	s.	d.
For pilotage of all foreign ships or vessels coming into the Harbour of Dublin, over the Bar from without the Banks, the sum of six shillings per foot for every foot of water such ship or vessel shall then draw, and so in proportion for half a foot of water in all cases, but no allowance whatever shall be made for odd inches over or under half a foot in any case	-	6	-	For pilotage of all British or Irish ships or vessels (except ships and vessels laden with coals, with fish in bulk, or with potatoes), coming into the harbour from without the Banks over the Bar, three shillings per foot, and so in proportion for half a foot, as aforesaid	-	3	-
For pilotage of every such ship or vessel from Poolbeg to the Quays, one shilling and sixpence per foot	-	1	6	For pilotage of all such ships and vessels (except as aforesaid) from Poolbeg to the Quays, one shilling per foot	-	1	-
For pilotage of all foreign ships or vessels coming into the harbour from within the Banks over the Bar, four shillings per foot	-	4	-	For pilotage of all such ships or vessels (except as aforesaid) coming into the said harbour from within the Banks over the Bar, two shillings per foot	-	2	-
For pilotage of every such ship or vessel from Poolbeg to the Quays, one shilling and sixpence per foot	-	1	6	For pilotage of all such ships or vessels (except as aforesaid) from Poolbeg to the Quays, one shilling per foot	-	1	-
For pilotage of all foreign ships or vessels coming into the harbour from within the Heads over the Bar, three shillings per foot	-	3	-	For pilotage of every such ship or vessel (except as aforesaid) coming into the harbour from within the Heads over the Bar, one shilling and sixpence per foot	-	1	6
For pilotage of all such ships or vessels from Poolbeg to the Quays, one shilling and sixpence per foot	-	1	6	For pilotage of every such ship or vessel from Poolbeg to the Quays, one shilling per foot	-	1	-

REPORT OF THE BOARD OF TRADE

SCHEDULE of Rates of Pilotage of the Port of *Dublin*, 40 Geo. 3, c. 47—*continued*.

	£.	s.	d.		£.	s.	d.
For pilotage of every such ship or vessel laden with coals, not coming from any part of Ireland, coming into the harbour from without the Banks over the Bar, two shillings per foot - - - - -	-	2	-	wards, to be paid and payable by all coasting ships and vessels taking pilots on board.			
For pilotage of every such ship or vessel from Poolbeg to the Quays, sixpence per foot - - - - -	-	-	6	For pilotage of all foreign ships or vessels laden with merchandise going out of the said harbour, from the Quays to Poolbeg, one shilling and sixpence per foot - - - - -	-	1	6
For pilotage of all such ships or vessels not coming from any part of Ireland, laden with coals, coming into the harbour from within the Banks over the Bar, one shilling per foot - - - - -	-	1	-	For pilotage of all such foreign ships or vessels from Poolbeg over the Bar, one shilling and sixpence per foot - - - - -	-	1	6
For pilotage of every such ship or vessel from Poolbeg to the Quays, sixpence per foot - - - - -	-	-	6	For pilotage of all foreign ships or vessels in ballast which shall take a pilot on board going out of the said harbour from the Quays to Poolbeg, one shilling per foot - - - - -	-	1	-
For pilotage of all such ships or vessels laden with coals, coming into the harbour from within the Heads over the Bar, one shilling per foot - - - - -	-	1	-	For pilotage of all such foreign ships or vessels from Poolbeg over the Bar, one shilling per foot - - - - -	-	1	-
For pilotage of all such ships or vessels from Poolbeg to the Quays, sixpence per foot - - - - -	-	-	6	For pilotage of British or Irish ships or vessels going out of the said harbour from the Quays to Poolbeg, one shilling per foot - - - - -	-	1	-
And the like rates before mentioned, payable by colliers, or ships or vessels laden with coals, for pilotage in-				For pilotage of every such ship or vessel from Poolbeg over the Bar, one shilling per foot - - - - -	-	1	-

N.B.—The differential pilotage rates on foreign ships or vessels were abolished by “The Harbours and Passing Tolls, &c. Act, 1861.”

From page 102 of the same Parliamentary Paper, it appears that the pilots are directed to cruise between the Arklow Light Ship and the Rockabill Light.

And that the rule for determining the rate to which vessels are liable, is as follows:—All vessels to pay outside pilotage when boarded to seaward of the lines drawn from Bray Head to the buoy on the south end of the Kish, and thence to the Kish Light Ship outside the Kish Bank, and on to the Nose of Lambay: inside pilotage from all parts within the above limits.

The principle which appears, so far as the Board of Trade can judge, to have guided the Irish Parliament in fixing these rates was, that the critical point of the navigation of the Port of Dublin is the passage inside the Kish and Burford Banks, and that a vessel which had safely got inside them without a pilot, should be subject to a lower rate than vessels which had the assistance of a pilot in crossing the critical line.

By Clause 21 of the present Bill, it is proposed to extend the limits of the Dublin Pilotage District as far north as the latitude of the Rockabill Light, north of Lambay Island, as far south as the latitude of the Blackwater Bank light ship, off the coast of Wexford, and as far east as a line passing three leagues seaward and east of the Rockabill Light, and the Kish Bank, Codling Bank, and Blackwater Bank light ships (*see* Part 1 of 3rd Schedule), and to divide the district so extended into the “Inner,” “North outer,” “Middle outer,” and “South outer” pilotage divisions (*see* Part 2 of 3rd Schedule).

By Clause 24, pilotage is proposed to be made compulsory on all vessels entering or leaving the Port of Dublin except in the case of certain coasting vessels and vessels in ballast.

By Clause 25, different rates of “Inwards” and “Outwards” pilotage are proposed to be imposed, according as vessels are boarded by pilots in, or piloted from the port and harbours of Dublin to any of the four proposed pilotage divisions.

These rates are as follows:

PILOTAGE RATES.

INNER PILOTAGE DIVISION.

A.—British or Foreign Vessels, from Foreign to Foreign.

For piloting any such vessel from the following specified parts of this division, or if no part is specified, then from any part of this division to the respective places following, the respective sums following (that is to say):

	Per Foot.
	s. d.
To the Quays or Docks of Dublin - - - - -	3 0
Into the Harbour of Kingstown, Dalkey, Bullock, or Sutton - - - - -	2 0

	Per Foot.
To the Quays or Docks of Dublin from the Harbour of Kingstown, s. d.	
Dalkey, Bullock, or Sutton - - - - -	2 6
From the Bar to the Quays or Docks of Dublin - - - - -	1 0

For piloting any such vessel (not in ballast) outwards from the respective places following to the following specified places in this division, or if no place is specified then to any part of this division, the respective sums following (that is to say):

	Per Foot.
	s. d.
From the Quays or Docks of Dublin to Poolbeg - - - - -	1 6
From Poolbeg over the Bar - - - - -	1 6
From the Harbour of Kingstown, Dalkey, Bullock, or Sutton - - - - -	2 0

B.—*Colliers or Coasters.*

For piloting any collier or coaster from the following specified parts of this division, or if no part is specified, then from any part of this division to the respective places following, the respective sums following (that is to say):

	Per Foot.
	s. d.
To the Quays or Docks of Dublin - - - - -	1 6
Into the Harbour of Kingstown, Dalkey, Bullock, or Sutton - - - - -	1 -
To the Quays or Docks of Dublin from the Harbour of Kingstown, Dalkey, Bullock, or Sutton - - - - -	1 6
From the Bar to the Quays or Docks of Dublin - - - - -	6

For piloting any collier or coaster (not in ballast) outwards from the respective places following to the following specified places in this division, or if no place is specified, then to any part of this division, the respective sums following (that is to say):

	Per Foot.
	s. d.
From the Quays or Docks of Dublin to Poolbeg - - - - -	1 -
From Poolbeg over the Bar - - - - -	1 -
From the Harbour of Kingstown, Dalkey, Bullock, or Sutton - - - - -	1 -

C.—*British or Foreign Vessels, from Foreign or to Foreign, and Colliers or Coasters.*

For piloting any such vessel in ballast, but employing a pilot outwards from the respective places following to the following specified places in this division, or if no place is specified then to any part of this division, the respective sums following (that is to say):

	Per Foot.
	s. d.
From the Quays or Docks of Dublin to Poolbeg - - - - -	1 -
From Poolbeg over the Bar - - - - -	1 -

NORTH AND MIDDLE OUTER PILOTAGE DIVISIONS.

A.—*British or Foreign Vessels, from Foreign or to Foreign.*

For piloting any such vessel from the following specified parts of this division, or if no part is specified, then from any part of this division to the respective places following, the respective sums following (that is to say):—

	Per Foot.
	s. d.
To the Quays or Docks of Dublin - - - - -	4 0
Into the Harbour of Kingstown, Dalkey, Bullock, or Sutton - - - - -	3 0

For piloting any such vessel outwards from the respective places following to any part of this division, the sum following (that is to say):

	Per Foot.
	s. d.
From the Quays or Docks of Dublin - - - - -	4 -
From the Harbour of Kingstown, Dalkey, Bullock, or Sutton - - - - -	3 -

B.—*Colliers or Coasters.*

For piloting any collier or coaster from the following specified parts of this division, or if no part is specified, then from any part of this division to the respective places following, the respective sums following (that is to say):

	Per Foot.
	s. d.
From the Docks or Quays of Dublin - - - - -	2 6
Into the Harbour of Kingstown, Dalkey, Bullock, or Sutton - - - - -	2 -

For piloting any collier or coaster outwards from the respective places following to any part of this division, the sum following (that is to say):

	Per Foot.
	s. d.
From the Quays or Docks of Dublin - - - - -	- 3 -
From the Harbour of Kingstown, Dalkey, Bullock, or Sutton - - - - -	- 2 -

THE SOUTH OUTER PILOTAGE DIVISION.

A.—*British or Foreign Vessels, from Foreign or to Foreign.*

For piloting any such vessel from any part of this division to the respective places following, the respective sums following (that is to say):

	Per Foot.
	s. d.
To the Quays or Docks of Dublin - - - - -	- 7 -
Into the Harbour of Kingstown, Dalkey, Bullock, or Sutton - - - - -	- 6 -

For piloting any such vessel outwards from the respective places following to any part of this division, the respective sums following (that is to say):—

	Per Foot.
	s. d.
From the Quays or Docks of Dublin - - - - -	- 5 -
From the Harbour of Kingstown, Dalkey, Bullock, or Sutton - - - - -	- 4 -

B.—*Colliers or Coasters.*

For piloting any collier or coaster from any part of this division to the respective places following, the respective sums following (that is to say):

	Per Foot.
	s. d.
To the Quays or Docks of Dublin - - - - -	- 5 -
Into the Harbour of Kingstown, Dalkey, Bullock, or Sutton - - - - -	- 4 -

For piloting any colliers or coasters outwards from the respective places following to any part of this division, the respective sums following (that is to say):

	Per Foot.
	s. d.
From the Quays or Docks of Dublin - - - - -	- 3 -
From the Harbour of Kingstown, Dalkey, Bullock, or Sutton - - - - -	- 2 -

REGULATIONS.

1. The rates in the several Pilotage Divisions, comprised within the Dublin Pilotage District, are to be charged for every *foot* of water a vessel draws, and so in proportion for every *half foot*.

2. A fractional part of a foot less than half a foot shall in all cases be reckoned *half a foot*.

3. No vessel of whatever draught of water is to pay for less than *eight feet*.

It appears to the Board of Trade that if these clauses are enacted, the trade of Dublin will be subjected to a considerably increased scale of charges for pilotage services.

The question of the increase of pilotage rates is one which cannot be satisfactorily determined without full knowledge of the wants of ships frequenting the port, and the value of the pilot's services. The payment should, of course, be sufficient, and not more than sufficient, to maintain a sufficient number of pilots; and if that staff is too large, it should be reduced.

The proposal to confirm and extend the present system of compulsory pilotage, raises a more important question. The tendency of late years has been, in pilotage as in other matters, to abolish restrictions of this nature, and to leave ship owners and ship masters to employ pilots when they require them, and not otherwise. The present system at Dublin is exceptionally stringent. At all ports which are under Trinity House management, coasters are exempt from compulsory pilotage; and at those ports there are various other important exceptions. In the Port of Dublin, all vessels are obliged to employ and pay for a pilot, except those which are in ballast, which carry potatoes or fish, or which are under 50 tons. By the present Bill, not only are these obligations continued, but the limit of compulsory pilotage is extended on the north to the latitude of Rockabill Light, which

which is to the northward of Lambay Island, and on the south to the Blackwater Bank, near Wexford, a distance of about 75 statute or 66 geographical miles, and to a distance from the coast extending to considerably outside the Banks and Light-ships.

It is submitted that not only is any extension of compulsory pilotage opposed to the principles of modern legislation, but that such an extension of the compulsory limits of any local pilotage authority is, as is here proposed, open to peculiar objection.

The question of establishing licensed pilots (without any obligation to employ them) in the several seas and channels surrounding the United Kingdom, is now under consideration; and it is a matter of some difficulty to determine in what manner and by what authority this can best be done. But it is obvious that any extension by a Private Bill of the powers of any local authority, such as that of Dublin over a large part of the Irish Channel, will throw difficulties in the way of the establishment of any more general system. According to this Bill, a ship passing the Blackwater Bank and bound to Dublin will be compelled to employ a Dublin pilot, whilst a ship navigating the same water, but not bound to Dublin, will not be compelled so to do. This by itself would create confusion; but when considered in connection with the law of liability for damage, it will produce injustice. If, for instance, the vessel which is obliged by the Dublin Act to employ a pilot comes into a collision with another vessel not so obliged, the latter vessel, even though actually employing a pilot, would, if in fault, be subject to pay damages to the former, whilst the former, though entirely in fault, would be exempt from liability.

By sections 78, 79, and 80 of the Act 26 Geo. 3, c. 19, the pilotage authority was empowered to hear and determine all disputed cases arising out of their pilotage jurisdiction, in a summary manner, and in cases where their decision involves payment for pilotage services, and for fines, penalties, and forfeitures, to levy execution on, and sell the goods of, defaulters on their own warrant. They have also power to summon witnesses and examine on oath; default or refusal to answer is punishable by a penalty of 10 *l.*, to be recovered by execution and sale under their own warrant.

Clauses 41, 42, 43 of the present Bill propose to confer similar powers on the Port and Docks Board.

The 363rd section of "The Merchant Shipping Act, 1854," directs that all fines and penalties in respect of pilotage, shall be enforced and recovered in accordance with part 10 (legal procedure) of that Act.

By Clause 28 the Port Board are proposed to be empowered to determine what sums shall be payable to pilots in respect of services not within their immediate duty as pilots rendered in respect of any vessel in danger of being lost or injured, and such sums are proposed to be recoverable in the manner in which pilotage rates are and would be recoverable.

It is submitted that to give the local authority which licenses pilots power to decide on their claims, instead of referring them to the ordinary tribunals, is contrary to the general principles adopted by Parliament, and is open to great objection, inasmuch as it transfers to an administrative body, possibly interested, the jurisdiction which properly belongs to courts of law.

The meaning of Clause 40 is not very clear. If it is intended that the Board should have complete power over their earnings the pilots would become, practically, the salaried officers of the Board, which is entirely contrary to the custom of all other ports and places in the United Kingdom, and appears highly objectionable.

The Board of Trade further submit that it would be desirable that a clause should be inserted in the Bill for the incorporation of "The Harbours, Docks, and Piers Clauses Act, 1847," as well as Sections 13, 18, 19, of "The Railways Clauses Act, 1863;" and the Bill should state that, in incorporating these sections of the last-mentioned enactment, the words "work" and "railway" should be taken to mean any works below high-water mark which the Dublin Port and Docks Board may hereafter construct under the provisions of this Act.

Board of Trade,
25 February 1869.

T. H. Farrer.

DUBLIN PORT AND DOCKS BILL.

1868-9.

REPORT OF THE BOARD OF TRADE

THE DUBLIN PORT AND DOCKS
BILL.

(*Mr. John Bright.*)

Ordered, by The House of Commons, to be Printed,
25 February 1869.

5.
Under 1 oz.

PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

SESSION 1868-9.

REPORT by the BOARD of TRADE of their PROCEEDINGS under "The GENERAL PIER and HARBOUR ACT, 1861."

IN pursuance of the 19th Section of "The General Pier and Harbour Act, 1861," the Board of Trade make the following Report of their Proceedings with regard to applications for Provisional Orders under the Act.

The steps to be taken by Promoters for obtaining Provisional Orders are specified in the Acts themselves; but with regard to objectors, the Board of Trade have made the following regulations, and in the case of all notices given of intention to apply for a Provisional Order under the above Act, the Promoters are required to publish a notice directing attention to the same:—

"1. Any objections to the Provisional Order which it is intended to urge on the Board of Trade must be sent into that office before the 1st February. A copy of such objections must also be sent at the same time to the Promoters; and in forwarding the objections to the Board of Trade, the objectors, or their agents, should state that this has been done.

"2. The Board of Trade will entertain and consider objections founded on alleged injury to public interest, or alleged violation of admitted principles, *e.g.*, that the proposed work will injure 'a public harbour,' or 'that tolls are to be imposed on ships which will derive no benefit from them,' and they will not proceed with any Provisional Order to which valid objections of this description are shown to exist. Objections arising out of competition, or out of opposition between local interests, they will only attempt to settle, provided the parties are willing to abide by their decision. When the parties cannot come to terms, the Board of Trade will not order a local inquiry, or attempt to anticipate the decision of Parliamentary Committees."

No new regulations have been made this Session by the Board of Trade.

The following is a statement of the applications now under the consideration of the Board of Trade, and of the steps which have been taken with respect to them:—

1. CLIFTONVILLE.

The Promoters are Messrs. J. and E. Easton, Engineers, and Mr. W. Anderson. They apply to be incorporated with others as "The Cliftonville Pier Company," with a capital of 25,000 £. in 2,500 shares of 10 £. each, with power—

1. To construct a promenade pier, with landing-place and necessary works, at Cliftonville, in the parish of Hove, in the county of Sussex.
2. To borrow 6,500 £. on mortgage.
3. To levy rates.

The pier is to commence near the north-east corner of Mills'-terrace, and is to extend seawards in a southerly direction, 1,200 feet beyond high-water mark.

There is no objection to this application, and the Board of Trade propose to proceed with the Order.

2 COWES.

The Promoters are Captain Legard, R.N., and others, who apply to be incorporated as "The Cowes Harbour Improvement Commissioners," with power—

1. To cut, deepen, widen, straighten, dredge, scour, confine, alter, and improve the course of the channel of the River Medina and Cowes Harbour and Roads within the limits specified in the Order.

2. To construct within those limits such works as may from time to time be found necessary for controlling the stream, and for facilitating the commerce of the port.

3. To borrow 10,000 £.

4. To levy the rates specified in the schedule six months after the commencement of the Order.

5. To have the general control of the foreshore, with power to grant leases for the purpose of retaining the foreshore, and to let on lease portions of the foreshore for the purpose of straightening the line of frontage to the harbour, and improving the sanitary condition of East and West Cowes.

6. To be a local and pilotage authority.

It should be mentioned that, although powers are sought enabling the new body of Commissioners to execute works and improve the channel of the river and the harbour, no plans of the proposed works and improvements, or estimate of the expense of the same, were deposited, as required by Act of Parliament.

The West Cowes Local Board of Health have memorialised the Board in favour of the application.

Objections to the proposed Order have been received from the following persons and bodies:—

The Provost and Fellows of Queen's College, Oxford.

Mr. Henry Pinnock, a Landowner on the right bank of the Medina.

Messrs. Francis, Cement Manufacturers.

Messrs. Eldridge and Way, Mortgagees of Oyster and other Rights in Newport Haven, and of Tolls, &c., authorised by "The Medina River Navigation Act, 1852."

Occupiers of Waterside Property on the left bank of the River.

Mr. Shepard, Lessee of certain Tolls specified in the "Medina River Navigation Act, 1852."

Mr. Ward, Landed Proprietor.

The Newport Corporation, who claim to be the Conservators of Cowes Harbour, and the Borough portion of Cowes Roads.

The Isle of Wight Oyster Fishery Company (Limited).

Inhabitants of Cowes.

Inhabitants of Newport (572 signatures).

Shipowners using Newport Quay.

Messrs. Roach, Millowners and Frontagers.

Mr. Thomas Broadwood, Yacht-owner.

The Royal Yacht Squadron.

Mr. John White, Shipbuilder, Cowes.

Mechanics and Shipwrights of East Cowes.

West Cowes.

Mr. J. S. White, Shipbuilder.

Southampton, Isle of Wight, and South of England Royal Mail Steam Packet Company.

Messrs. Welch-Thornton, Frontagers and Owners of certain Sea-walls.

Mr. Robert Bell, Landowner.

Mr. Halliday, Shipbuilder.

The objections are to the following effect:—That the proposed improvement is unnecessary, and that if done at all, it would require a larger outlay than 10,000 £., the sum which it is proposed to borrow; that the proposed toll of 3 *d.* per ton would have the effect of driving away the existing trade, as well as the steamers and yachts at present frequenting the harbour; that the dredging would

would ruin the trade of the Isle of Wight Oyster Fishery Company, as well as injure the security of certain mortgagees of rights to oyster fishery; that the scheme did not originate with any influential persons at Cowes, by whom, on the contrary, it is discountenanced; that the powers over the foreshore would seriously interfere with certain alleged rights to foreshore; that the existing Conservators, the Newport Corporation, have performed their duties well, and that their powers should not be transferred to a new body; and that many of the signatures attached to the memorial for the Order were obtained from persons ignorant of the objects of the Order, and who have since requested that their names should be withdrawn.

The Board of Trade have considered it right to submit the matter for the consideration of the Elder Brethren of the Trinity House, who have objected to the proposed interference with existing pilotage arrangements, and to the proposal to confer on the Commissioners control over Cowes Roads.

The scheme has also been referred to the Lords Commissioners of the Admiralty, who have not yet reported.

The Promoters have since the introduction of the Order consented to abandon and curtail some of their proposals: to abandon the clause as to foreshore; not to levy any rates on vessels going above "The Folly"; to charge yachts for two entries per annum only; and to charge passenger steamers 1s. a day only.

The Board of Trade have informed the Promoters that before further considering the application it is necessary that evidence should be given that the objectors are satisfied with these concessions. In the face of so general an opposition the Board of Trade would pause before proceeding with the Order.

3. FALMOUTH.

The Promoters are the Falmouth Chamber of Commerce.

They apply for a Provisional Order for the following objects:—

1. The constitution of a harbour authority, consisting of 15 persons representing various interests, who are to be appointed as follows:—

Three by the Board of Trade.

Two by the Corporation of Falmouth.

Two by the Local Board of Falmouth.

Three by the Falmouth Chamber of Commerce.

Two by the Directors of the Falmouth Docks Company.

Two by the Trinity House.

One by the Right Honourable the Earl of Kimberley.

2. Power to levy a toll not exceeding a halfpenny per ton on all vessels anchoring in that part of the harbour which is within the limits of the borough.

3. Power to borrow, subject to the approval of the Board of Trade, money (no fixed amount given) for the purpose of deepening, improving, maintaining, and regulating the harbour.

4. They also seek to be a pilotage authority.

No specific works are mentioned, and no estimate is consequently given.

The Board of Trade have submitted the scheme to the Lords Commissioners of the Admiralty, to the Elder Brethren of the Trinity House, and to the Public Works Loan Commissioners, who have advanced for the purpose of improving the Harbour, 50,000 £.

The Trinity House have objected to any alteration in the present pilotage arrangements; they, however, consider that the appointment of a Harbour-master would be beneficial.

The Public Works Loan Commissioners, as mortgagees in possession of the Falmouth Docks, have objected to the proposed application of Tolls, and to the proposed boundary, and have suggested amendments accordingly, to which the Promoters have assented.

The Board of Trade are still in communication with the Admiralty.

Objections have also been received from the following persons and bodies :—

The Falmouth Docks Company.
 The Corporation of Penryn.
 Lord Kimberley.
 The Redruth and Chasewater Railway Company.
 Mr. Pope, Shipowner.
 The trustees of the will of the late Lord Clinton.

The Falmouth Docks Company state that under the provisions of "The Falmouth Docks Acts, 1859 and 1864," respectively, they are authorised to appoint and have appointed a harbour master and other harbour officers, and that their interests will be prejudiced by the clauses in the proposed Order relating to the regulation of the harbour.

The Penryn Corporation and the Redruth and Chasewater Railway Company object to tolls being levied on vessels proceeding to Penryn and Restrongett.

The other objections are based on alleged interference with property, and the inutility of the proposed wharves to ships using the harbour.

The Board of Trade are of opinion that the constitution of an efficient harbour authority at Falmouth is desirable, and have the plan proposed by the Order still under consideration.

4. FOWEY.

The Promoters are the Lostwithiel and Fowey Railway Company and apply for a Provisional Order for the following objects :—

(1.) The incorporation of "The Fowey Harbour Board" who are to be appointed :—

Two by the Corporation of Lostwithiel.
 Six by the railway company.
 Two by the trustees under the will of Mr. Treffry.
 Two by qualified owners of property and ratepayers at Fowey.
 One by qualified owners of property and ratepayers at Polruan.

(2.) The execution of the undermentioned works :—

(a.) A line of quays on the west side of the harbour, between Upper Carne Point and Lower Carne Point, above Caffamill Pill.

(b.) A graving dock in the Pill.

(c.) A line of quays extending southwards from the entrance of the dock.

(d.) A line of quays extending from the south end of last-mentioned line of quays.

(e.) Any necessary embankments, &c. connected with the harbour, and dredging.

(3.) The levying of rates.

(4.) Power to borrow 60,000 *l*.

(5.) Power for "The Fowey Harbour Board" to act as a pilotage and a local authority.

The estimated cost of the works is 49,892 *l*. 15 *s*. 2 *d*.

Objections have been made to the application by—

(1.) The Lostwithiel Corporation.
 (2.) The Honourable George M. Fortescue.
 (3.) Landowners, merchants, shipowners, and others (402 signatures).

The objections of the Corporation are to the effect that an attempt is made to deprive them, without their consent, of their chartered rights over Fowey Harbour; that the tolls would be excessive and injurious to trade, and contradictory; that the representation in the proposed harbour board of the various interests is unfair, and undue weight given to the railway company, who are to nominate six commissioners; that, assuming the limits of the harbour to be as proposed, certain important mining interests will be quite unrepresented; that the directors of a small railway company, who have not yet completed their autho-

rised

rised works, are not the hands into which the interests of the harbour should pass ; that there is no security to give with regard to the borrowing of 60,000 £., and that it is proposed to levy rates before the completion of the works, which from their nature are for the benefit of the railway company.

Mr. Fortescue, as a landowner, and as proprietor of an ancient ferry, two shipwrights' yards and limekilns, objects that the ferry will be interfered with, and that the tolls will be accompanied by no corresponding advantage ; that the ratio of six nominees by the railway company, together with the two interested in the Treffry estate who are promoters of the railway (making eight in all) to the five other nominees, is too great, and that no provision is made for the contingency of the cessation of the trusts of the will of Mr. Treffry, the effect of which would be to give the railway company an absolute majority. He also repeats many of the objections made by the Corporation.

The landowners and residents of Fowey, after reiterating the objections made above, state that between Upper Carne Point and Caffamill Pill, at a place called Lew Roads, vessels of 1,000 tons and upwards can run up, but that if the first proposed line of quays were constructed, they would be prevented from doing so, and that, with the exception of nominal anchorage dues, the harbour is free.

The questions thus raised are under the consideration of the Board of Trade.

5. GILLINGHAM.

The Promoters are the Board for the repair of the Highways in the parish of Gillingham, Kent.

They apply for power to levy rates for the use of the pier and wharf now constructing by the Admiralty near the eastern side of the new boundary wall of Chatham Dockyard, and to borrow 2,000 £. on the security of the same.

"The Chatham Dockyard Act, 1861," which enables the Admiralty to enlarge the dockyard at Chatham, and for that purpose, *inter alia*, to abolish the parish wharf adjoining to Gillingham Bridge, formerly vested in the Highway Board, requires the Admiralty to construct the new wharf above described, and vests the same, with the approaches thereto, in the Highway Board.

The Highway Board have come to an understanding with the Corporation of Rochester as to the tolls.

Objections have been received from—

Messrs. Hills & Son, and Haymen and Co., Shipowners.
The Rochester, Chatham, and Strood Gas Company.

The former, probably in ignorance of the understanding above referred to, object to the proposed rates, and to the borrowing powers as unnecessary.

The latter maintain that as the old wharf, for which the new one is substituted, was free, the new one should also be free ; that the Highway Board are not the persons in whom the powers sought for should be vested, and that as no repairs are likely to be required no funds need be provided.

The reply of the Promoters to the Gas Company's objections is that the old wharf was a natural harbour ; and that "The Dockyard Extension Act, 1861," vests the property in the Board.

The Board of Trade propose to insert a clause providing for the publication and revision of accounts, and to proceed with the Order.

6. ILFRACOMBE.

The Promoter is Sir Bouchier Palk Wrey, Bart., owner of the harbour, who applies for power—

1. To widen the existing quay on the south side of the harbour.
2. To construct a new quay in continuation thereof.
3. To erect a semicircular jetty at the east end of the existing Warp House Quay.
4. To levy rates according to the Schedule.
5. To borrow 6,000£.
6. To act as a pilotage authority.

In 1863 "The Ilfracombe Harbour Company (Limited)" obtained an Order enabling them to construct a pier and quay, and to improve the harbour generally; but they have failed to exercise their powers. Those powers, in the absence of any special provision in the Order to the contrary, have lapsed in accordance with section 12 of 25 Vict. cap. 19.

The estimated cost of the works now proposed is 4,000 *l*.

The application has been opposed by the following persons and bodies:—

Mr. Bligh.

The Bristol General Steam Navigation Company.

The Cardiff and Portishead Steam Ship Company (Limited).

Mr. J. W. Pocket, Steamship Proprietor.

Sundry Inhabitants.

The objections are to the effect that the "run" caused by the Atlantic ground sea will be increased (this is contradicted by other memorialists in favour of the Order); that the new rates will drive away trade; that the pilotage powers sought for would be mischievous; that the application of the rates to the repayment of a small sum advanced on mortgage of the existing dues cannot be justified; and that no provision is made for a slip for launching the lifeboat.

The Board of Trade are of opinion that the rates proposed to be levied should not be applied in paying off a mortgage on the existing dues, and should not be charged, until the proposed works are sufficiently completed to afford benefit to shipping and the public. Subject to these necessary amendments, the Order will be proceeded with.

7.—PADSTOW.

The Promoters, who are the Commissioners for the Harbour of Padstow, appointed under a local Act of 7 Vict. c. 24, apply for power—

1. To lower the bluff of Stepper Point, on the western side of the entrance to the harbour of Padstow.
2. To make and maintain a place of deposit for the stone and material which may be raised and removed during the lowering of the bluff.
3. To build six or more cottages near Hawker's Cove, in the harbour, for the purpose of providing residences, as near the entrance of the harbour as convenient, for a boat's crew to assist vessels entering.
4. To obtain, under leases from the present lord of the manor of Padstow or his successors, authority to lower the bluff; also to acquire the site required for the proposed cottages.
5. To levy new rates, or rather to repeal an existing exemption from rates now payable under the local Act.
6. To extend the borrowing powers contained in the local Act.

The estimated cost of the works is 1,700 *l*.

This proposal is an endeavour to commence, by local taxation, one of the works upon which the Harbours of Refuge Commissioners and others desired that public money should be spent.

No objection has been received to this application, and the Board of Trade propose to proceed with the Order.

8. ROSSLARE.

The Promoters are Lord Granard, Mr. Le Hunte, and Mr. Alcock. They apply for the following powers:—

1. To incorporate "The Rosslare Harbour Commissioners," who are not to exceed seven in number, and are to be composed of the following persons:—

The Mayor of Wexford

The Member of Parliament for Wexford.

A person appointed by the Board of Trade, if they think fit.

Three persons appointed by the Waterford and Wexford Railway Company, from among their directors or other shareholders.

One person appointed by the Commissioners of Wexford Harbour.

2. To

2. To construct the following works :—

A causeway with retaining walls, extending seaward in a northerly direction for 148 yards.

An open viaduct in continuation of the seaward end of the causeway.

A pier from the north end of the viaduct, curving to the north-west.

A railway on and from the pier communicating with the authorised branch railway of the Waterford and Wexford Railway Company.

Wharves and landing-places.

3. To levy rates, as soon as it is certified, by a person appointed by the Board of Trade for the purpose, that the Commissioners have completed such portions of the Pier and Harbour Works, authorised by the Order, as will afford convenient accommodation for the landing and embarking of passengers and goods, although all the works authorised by the Order are not completed.

4. To borrow 85,000 *l*.

5. To be a local authority within the meaning of "The Merchant Shipping Act, 1854."

The estimated cost of the works is 80,000 *l*.

The Draft Order contains clauses providing for the appointment by the Board of Trade of a permanent auditor, and also for the remuneration of the Commissioners during the construction of the works, at the rate of 500 *l*. per annum, to be paid out of money borrowed under the Order.

The limits of the harbour within which rates may be levied are described, and include an anchorage from which ships can derive shelter, without availing themselves of any of the benefits conferred by the works proposed to be constructed in pursuance of the Order.

No objections have been received to this application.

In considering it the Board of Trade have, in the first place, been obliged to omit so much of the proposed works as relates to the construction of a railway, as not coming within the scope of the Pier and Harbour Acts. It is probable, however, that the Promoters will make application to the Board, with regard to this portion of the undertaking, under "The Railways Construction Facilities Act, 1864."

The Board have intimated that it will be necessary that the limits within which rates are to be levied should be modified, and that provision should be made for the remuneration of the permanent auditor, and for the inspector or other person who is to give the proposed certificate. They have also demurred to the policy of the proposal to appropriate borrowed money to the remuneration of the Commissioners, and the Promoters have consequently agreed to abandon this part of the proposal.

The Order will be proceeded with.

9. ST. JUST (CORNWALL).

The Promoters are Messrs. Vivian, Daniell, and others, who apply to be incorporated as "The St. Just Harbour and Pier Company," with a capital of 70,000 *l*., in 7,000 shares of 10 *l*. each, with power—

1. To construct a harbour and basin on Pornnenven Beach, near Cape Cornwall, with piers in connection therewith.

2 To borrow 17,500 *l*. on mortgage.

3. To levy rates.

The estimated cost of the works is 48,000 *l*. No objection has been made to this application, and the Board of Trade propose to proceed with the Order.

Board of Trade,
25th February 1869.

T. H. Farrer.

PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

SESSION 1868-9.

REPORT of the Board of Trade of their
PROCEEDINGS under "The General Pier and
Harbour Act, 1861."

(*Printed pursuant to Act of Parliament*)

*Ordered, by The House of Commons, to be Printed,
2 March 1869.*

DAGENHAM (THAMES) DOCK COMPANY.

RETURN to an Order of the Honourable The House of Commons,
dated 10 June 1869;—*for*,

COPIES “of all CORRESPONDENCE between the Dagenham (Thames) Dock Company and the Lords Commissioners of the Treasury and the Board of Trade respectively :”

“Of MEMORIAL sent to the Treasury signed by Merchants and Traders in the City of *London* :”

“And, of the said Company’s three SPECIAL ACTS of PARLIAMENT passed in the Years 1855, 1862, and 1866.”

Note.—These Acts are reprinted in the Collection of Local and Personal Acts.

Treasury Chambers, }
22 June 1869. }

ACTON S. AYRTON.

— No. 1. —

The Secretary to the Dagenham (Thames) Dock Company to the Secretary to the Treasury.

Dagenham (Thames) Dock Company,
116, Fenchurch Street,
London, E.C., 19 June 1868.

Sir,

WITH reference to the interview the deputation had with you yesterday on the subject of permission being granted to this Company to land duty-free goods at their jetty at Dagenham Docks, I am desired respectfully to submit for the consideration of the Lords Commissioners of Her Majesty’s Treasury :—

1. That Parliament, by Special Acts, conferred upon the Dagenham (Thames) Dock Company power to construct certain works, and authorised the Company to levy rates and tolls, a schedule of which is appended to their Special Act of 1855. That on the faith of these Acts a portion of the works authorised has been made, land has been purchased, and the Company have expended upwards of 160,000*l.* That under the Special Acts the works were declared to be in the port of London.

2. That with reference to what passed at the interview yesterday as to “legal quays,” it is submitted that this Company’s Special Acts are similar to those of the modern dock companies. That the Victoria Dock and the Millwall Dock companies have obtained Customs privileges, although nothing in their Acts constitutes any of their quays “legal quays.”

3. That in the opinion of the Directors and many merchants well competent to judge, and, as declared by the preamble of the Company’s Act, the docks and wharfs of the Company are a public requirement, as they will relieve the river from the present crowd of shipping, and afford accommodation for the storage of the immense quantities of what are called “hazardous” goods, which are now stored in the docks and warehouses in crowded neighbourhoods, where, if a fire should take place, the destruction of property is certain to be very great, as has been instanced by the great fires at the London and St. Katherine’s Docks, London Bridge, and elsewhere, and that the permission to land and store such goods at Dagenham would be hailed as a great boon by

merchants, insurance companies, and others, inasmuch as the risk of fire being reduced, the insurance rates would be lowered to the minimum, and the public would obtain the advantage.

4. That there is no foundation for the suggestion that the Directors ask for permission to land duty-free goods simply (should the permission be granted) to enable them to raise further capital. On the contrary, they have asked for the permission because they have promises of a considerable amount of business, and, in the interests of their numerous shareholders, they are desirous of turning their large expenditure to some account.

5. That in the opinion of the Directors the true intent and meaning of the 24th clause of "The Harbours, Docks, and Piers Act, 1847," is simply that before a company authorised by Special Act shall commence business due notice shall be given to Her Majesty's Treasury and Customs in order that proper provision may be made for the protection of the revenue. It cannot have been intended by the clause referred to that power is thereby given to prohibit the landing of goods under the ordinary rules and restrictions, and so render the Act of the Imperial Legislature a nullity.

6. That there can be no practical difficulty in the Customs officers exercising all necessary supervision, inasmuch as the premises are but 23 minutes by rail from London, and frequent trains are run on the line. That all vessels coming from abroad receive on board at Gravesend one or more Customs officers, and the additional expense entailed in granting the permission asked would be that for the officers on the Company's premises, and which the Company are willing to pay.

7. That at Thames Haven, 38 miles from London, where large numbers of foreign cattle are constantly, and, in summer, many thousands of passengers from abroad are landed, the Customs authorities find no difficulty in giving the necessary supervision; there could therefore be no difficulty at Dagenham, which is so much nearer London.

8. That permission is not asked to land goods subject to duty.

9. That in the event of the permission asked for being refused, the Company's property will be rendered totally useless for the purposes sanctioned by the Acts of Parliament.

Requesting that you will bring this communication to the notice of their Lordships at your earliest convenience,

I have, &c.
(signed) *Thos. R. Comyn,*
Secretary.

George Sclater-Booth, Esq., M.P.,
Secretary to the Treasury.

— No. 2. —

The Secretary to the Dagenham (Thames) Dock Company to the Secretary to the Treasury.

Dagenham (Thames) Dock Company,
116, Fenchurch Street,
London, E.C., 10 October 1868.

Sir,

REFERRING to the application made by this Company on the 19th June last for permission to land duty-free goods at their pier and wharf at Dagenham, and to store them there, and to your letter of the 11th August last, I have now the honour to enclose herewith a kind of memorial addressed to my Lords of the Treasury, stating that it would be desirable to grant the permission applied for, and which memorial is signed by 113 merchants, brokers, shipowners, and others, to whom the situation of the Company's premises is known.

In addition to the 113 signatures above referred to, and not one of which is that of a shareholder in this Company, there are the signatures of 20 other merchants, &c., attached to the letter which was addressed to the Premier on the 22nd July last, making 133 signatures of persons well competent to judge of the

the desirability of granting the privileges asked for. In further addition to these, there are upwards of 200 shareholders in the Company whose money has been spent on the works authorised by our Special Acts of Parliament, and who *ipso facto* desire that the privileges should be granted.

I am desired to state, for the information of my Lords, that should they be pleased to grant the privileges asked for, the Company are prepared to commence business immediately, having all the appliances ready for so doing, and which appliances they are prepared to increase as the necessities of the business may require. And further, that they are quite willing to provide the necessary accommodation for the Customs officers, and to take every precaution for the protection of the revenue.

My Directors are most anxious, in the interests of their shareholders, to commence business without delay, and I am desired to request that you will lay the memorial enclosed before their Lordships at the earliest possible date.

I have, &c.
(signed) *Thos. R. Comyn,*
Secretary.

Geo. O. Hamilton, Esq.,
Secretary to the Treasury.

P.S.—I enclose also herewith a fair copy of the signatures to the memorial.

Enclosure in No. 2.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury,
Whitehall.

WE, the undersigned, are of opinion that it is desirable to grant Customs privileges to the Dagenham (Thames) Dock Company to land and store on their premises at Dagenham such goods as are ordinarily classed by insurance companies as "hazardous," as well as other duty-free goods; and that it would be a general advantage to store such goods as petroleum and other earth oils, pitch, tar, turpentine, rosin, asphaltum, sulphur, saltpetre, cubic nitre, jute, hemp, flax, rags, &c., in other than crowded neighbourhoods, and that Dagenham appears to be well suited to the storing of such goods.

(signed) *J. Thomas, J. Bonar, & Co.*
Robinson, Fleming, & Co.
And others.

— No. 3. —

The Secretary to the Treasury to the Directors of the Dagenham (Thames) Dock Company.

Gentlemen,

Treasury Chambers, 5 February 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords have carefully reviewed all the statements which you have put forward in your several memorials, and upon the occasion of your recent interview with the Chancellor of the Exchequer in support of your application for the privilege of landing and storing foreign goods at your premises at Dagenham.

The Dagenham Dock Company appear to consider that the Acts of Parliament under which they are constituted should be construed as implying that a right to these privileges has been conveyed to them, and that the refusal of the privileges by the Board of Customs is in contravention of the intentions of the Legislature.

I am desired to observe, however, that it is clear from the 24th section of "The Docks, Piers, and Harbours Act," of 10 Vict. c. 27, which is incorporated in the Company's Act, that it was not intended that any local or private Act of Parliament should give such power or privilege, but on the contrary that the duty imposed on this Board by the general law relative to the Customs, 16 & 17 Vict. c. 107, s. 9, of granting or withholding such privilege according to their

view of what was to the general advantage of the public, should be maintained and exercised to its fullest extent.

The application of your Company must therefore be considered entirely with reference to the questions, "What risk, and what expense to the revenue would be caused by the approval of your premises; whether such additional accommodation is required for the purposes of trade; and whether the premises themselves, supposing all other conditions to be satisfied, are suitable for the purposes to which it is proposed to apply them?"

After careful inquiry my Lords have satisfied themselves that your Company have no claim to the privileges which you seek, founded upon the necessities of the trade of the Port of London, that even assuming the cost of the officer's attendance to be defrayed by the Company, expense will be entailed upon the Crown by the additional work of inspection which would be required, without any corresponding benefit to the revenue, that the remote and lonely position of the premises would be a source of danger to the revenue, and that the works of the company are incomplete, and the accommodation insufficient.

Under these circumstances, and advertng to the fact that there are no less, as my Lords are informed, than 26 proprietors of wharves or piers situated between Dagenham and the Custom House, some of whom have frequently applied for, and all of whom would be anxious to obtain the same advantages, whose premises, in many cases, are more advantageously situated than those of your Company, and whose claims it would be extremely difficult to resist, if the present application is complied with, my Lords have arrived at the conclusion that they have no alternative but to decline compliance with your request.

I am, &c.
(signed) *Geo. A. Hamilton.*

The Directors of the
Dagenham (Thames) Dock Company.

— No. 4. —

The Secretary to the Dagenham (Thames) Dock Company, to the Secretary to the Treasury.

The Dagenham (Thames) Dock Company,
116, Fenchurch-street, E.C.,
12 February 1869.

Sir,

I AM directed to acknowledge the receipt of your letter of the 5th instant, intimating that the Lords Commissioners of Her Majesty's Treasury decline to grant permission to this Company to land and store, duty free, foreign goods, on their authorised premises at Dagenham.

This conclusion, I am directed respectfully to submit, can scarcely have been arrived at with a full knowledge of all the circumstances of this particular case.

This case is peculiar, and has not probably more than one parallel, if indeed there is one, in the United Kingdom.

I am directed, therefore, with the permission of their Lordships, to recapitulate the following facts:—

1st. That the Dagenham (Thames) Dock Company have had what they consider their rights confirmed, by no less than three separate and distinct Acts of Parliament.

2nd. That upon the faith of these deliberate and solemn Acts, the public were invited and have subscribed very considerable sums of money, to carry out what Parliament declared in the preamble of the said Acts to be a public necessity.

3rd. That no less a sum than 160,000 *l.* has, upon the faith of these Acts, been raised and expended in the purchase of lands, and the construction of works necessary to the undertaking, and which are admitted to be, so far as they are completed, fit for the purpose designed.

These broad facts I again repeat distinctly, for the purpose of recalling them prominently to the notice of their Lordships, and my Board can hardly believe that any department of Government, however absolute the power conferred upon

upon them, would desire advisedly to ignore what the Legislature had, upon three separate occasions, sanctioned.

The reasons for the refusal contained in your letter seem to be the following:—

a. That the necessities of the port do not require such accommodation as this Company can afford.

b. That the premises are “remote” and “lonely.”

c. That there are 26 wharves that would claim to be allowed the same privileges were permission granted to this Company.

Lastly. That the Crown would be put to the increased cost of officers and of supervision to protect the revenue.

I am to ask the permission of their Lordships to reply to each of these reasons *seriatim*.

a. That the necessities of the port do not require such accommodation as this Company can afford.

It is submitted that this objection is at variance with public opinion upon the subject, and with the proofs given upon the preamble of this Company's several Acts, as also to the well-known facts that the increase of shipping entering the Thames is equal to 100,000 tons per annum: moreover, it was shown by the parties who signed the memorial forwarded to the Treasury on the 10th October last, that it would be to the general advantage to store certain goods at Dagenham.

Many of the mercantile houses who signed that memorial are large importers of the description of goods referred to, and it may be conceded that they are the proper judges of what would suit the interests of their trade.

It may be as well to remark, that none of the firms who signed the memorial in question were in any way concerned in the Company, except in the interests of their trade.

b. That the premises are “remote” and “lonely.”

This objection is scarcely tenable, in reference to a property within a dozen miles of the City of London, with a railway through and a station upon it.

The refusal of the privileges so long applied for has prevented people laying out their capital in the neighbourhood, and has probably given rise to the observation, seeing that all works were stopped, and proceedings of every kind postponed after the very great delay that had already taken place.

c. That there are 26 wharves that would claim to be allowed the same privileges were the permission granted to this Company.

With reference to this it is submitted, that the owners of these wharves are not under such restrictions as are imposed by a special Act in favour of the public; nor have they obtained special Acts of Parliament for the very object of storing goods. The case, therefore, forms no parallel.

Lastly. That the Crown would be put to the increased cost of officers and of supervision to protect the revenue.

This Company has asked only for permission to land duty-free goods; it is left to the judgment of their Lordships whether the supervision required for this description of business can be very great, and whether an approximation of its amount might not readily be ascertained by reference to the cost of Customs supervision at Thames Haven. This expense the Company is prepared to defray until the amount of business proves that their premises are a public want and convenience.

I am, therefore, desired most respectfully to express a hope that the Lords Commissioners will reconsider the whole question without unnecessary delay, the Company having already waited eight months, at great loss, for the present adverse decision.

The Directors would be quite satisfied with the permission for a limited period, say three years, by which time it would be ascertained whether the premises are the public convenience it is believed they will be found to be.

They would also beg to remind the Lords Commissioners that comparatively few classes of goods are now liable to duty.

That to withhold the privileges sought, whereby the object of these works becomes lost, the construction of which Parliament has deliberately sanctioned, is inconsistent with either equity or justice, especially when it was competent for the Treasury, the Customs, or any others concerned, to have opposed the Company's Acts; and, moreover, that the decision, as it now stands, is hardly in accordance with the principles of free trade.

Requesting you will lay this letter before their Lordships at the very earliest opportunity.

George A. Hamilton Esq.,
Secretary of the Treasury.

I have, &c.
(signed) *T. R. Comyn*, Secretary.

— No. 5. —

The Secretary to the Dagenham (Thames) Dock Company to the President of the Board of Trade.

Dagenham (Thames) Dock Company,
116, Fenchurch-street, E. C.,
16 February 1869.

Sir,

WITH reference to the subject on which a deputation of the Directors of this Company had the honour of an interview with you on Monday the 8th instant, I am desired to forward herewith for your information a copy of a letter which was sent to the Secretary of the Treasury on the 12th instant, in answer to his letter of the 5th, intimating that the Lords Commissioners of Her Majesty's Treasury declined to grant permission to this Company to land and store, duty free, foreign goods on their premises at Dagenham.

The Right Honourable
John Bright, M. P.

I have, &c.
(signed) *T. R. Comyn*,
Secretary.

— No. 6. —

The Secretary to the Dagenham (Thames) Dock Company to the President of the Board of Trade.

The Dagenham (Thames) Dock Company,
116, Fenchurch-street, E. C.,
19 February 1869.

Sir,

WITH reference to my two former letters on the subject of the application made to the Lords Commissioners of Her Majesty's Treasury for permission to land and store goods on their premises at Dagenham, and which application has, for the present, been declined; by desire of my Directors, I have now the honour to state for your information, that when the amalgamation took place between the London, St. Katherine's, and Victoria Dock Companies, the dock-rates were immediately raised from 20 to 50 per cent., and are still higher than before the amalgamation.

The Right Honourable John Bright, M. P.
President of the Board of Trade.

I have, &c.
(signed) *T. R. Comyn*.
Secretary.

— No. 7. —

The Secretary to the Treasury to the Directors of the Dagenham (Thames)
Dock Company.

Gentlemen, Treasury Chambers, 20 February 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords have had before them your further letter of the 12th instant, applying for the extension to the premises of the Dagenham (Thames) Dock Company at Dagenham, of the privilege of landing and storing foreign goods, and I am desired to state that my Lords find nothing in your present communication which in their opinion would warrant them in departing from their previous decision on this matter, which was communicated to the Company in their letter of the 5th instant.

I am, &c.

The Directors of the (signed) *George A. Hamilton.*
Dagenham (Thames) Dock Company.

— No. 8. —

The Secretary to the Dagenham (Thames) Dock Company to the Secretary
to the Treasury.

Dagenham (Thames) Dock Company,
116, Fenchurch-street, London, E.C.,
20 February 1869.

Sir,

WITH reference to my letter to you of the 12th instant, respecting the application made to the Lords Commissioners of Her Majesty's Treasury for permission for this Company to land and store, duty free, foreign goods on their premises at Dagenham, on the River Thames, I am desired to supplement the letter referred to by stating for the information of their Lordships, that immediately after the amalgamation took place between the London, St. Katharine's, and Victoria Dock Companies, their rates were raised from 20 to 50 per cent., which gave great dissatisfaction to the importers and merchants, and was the cause of goods being sent elsewhere than to the Port of London.

I have, &c.

George A. Hamilton, Esq. (signed) *Thomas R. Comyn,*
Secretary to the Treasury. Secretary.

— No. 9. —

The Secretary to the Dagenham (Thames) Dock Company to the Secretary to
the Chancellor of the Exchequer.

Dagenham (Thames) Dock Company,
116 Fenchurch-street,
London, E.C., 19 April 1869.

Sir,

WITH reference to your note of the 15th instant, intimating that the circumstances of the Dagenham Dock Company, and the grounds upon which they base their claims to Customs privileges, were so fully examined before the recent decision of the Treasury was arrived at that the Chancellor of the Exchequer does not consider that any advantage would result from another interview with the Directors, but he will consider any further statement in writing which the Directors may think fit for their interest to submit.

I have the honour to enclose a copy of the certificate granted by the Chairman of Quarter Sessions sitting at Chelmsford on the 7th instant, certifying that the pier belonging to the Company at Dagenham is complete and fit for the reception of vessels, and I am desired respectfully to submit to the Chancellor of the Exchequer, that this certificate is declared by the 26th Section of "The Harbours, Docks, and Piers Act, 1847," to be conclusive evidence of the fact.

8 CORRESPONDENCE:—DAGENHAM (THAMES) DOCK COMPANY.

Under these circumstances and with a view to not taking up unnecessarily the time of the Chancellor of the Exchequer, I am desirous to request that you will be so good as to submit to the Chancellor this application, that he will be pleased to refer the certificate enclosed and the whole question back to the Commissioners of the Customs for their reconsideration, that the Directors may have an opportunity of discussing the matter in detail with them.

Requesting the favour of a reply at your earliest convenience.

C. Rivers Wilson, Esq.,
Secretary to the Chancellor of the Exchequer.

I have, &c.
(signed) *Thos. R. Comyn.*

Enclosure in No. 9.

COPY OF CERTIFICATE.

In pursuance of the provisions of the Act of Parliament of 10 Vict. c. 27, sec. 26., entitled, "The Harbours, Docks and Piers Clauses Act, 1847," I, the undersigned Chairman of the Quarter Sessions for the county of Essex, hereby certify that the pier constructed by the Dagenham (Thames) Dock Company at Dagenham, in the county of Essex, has been duly completed and is fit and suitable for the reception of vessels, and the loading and unloading of goods and merchandise either in the import or export trade of London.

Dated this 7th day of April 1869, at the Quarter Sessions holden at Chelmsford.

I have, &c.
(signed) *T. C. Chisendale Marsh.*

— No. 10. —

The Secretary to the Treasury to the Directors of the Dagenham (Thames) Dock Company.

Gentlemen,

Treasury Chambers, 31 May 1869.

THE Lords Commissioners of Her Majesty's Treasury, having had before them your secretary's letter of the 19th April last, transmitting copy of a certificate granted by the Chairman of the Quarter Sessions holden at Chelmsford, certifying that the pier belonging to you at Dagenham is complete, and fit for the reception of vessels, I am directed to state that it does not follow because this jetty has been erected, that my Lords (in whom the decision is distinctly vested, under "The Harbour Docks, &c., Act, 1847") should deem it a fit and proper place for the loading and unloading of foreign goods, dutiable or free, and they see no sufficient ground for altering their decision already communicated to you.

I am, &c.
(signed) *G. A. Hamilton.*

The Directors of the
Dagenham (Thames) Dock Company.

DAGENHAM (THAMES) DOCK COMPANY.

COPIES of all CORRESPONDENCE between the Dagenham (Thames) Dock Company and the Lords Commissioners of the Treasury and the Board of Trade respectively; of MEMORIAL sent to the Treasury, signed by Merchants and Traders in the City of London; &c.

(Viscount Enfield.)

*Ordered, by The House of Commons, to be Printed,
5 July 1869.*

DARTMOUTH, &c. PORT.

RETURN to an Order of the Honourable The House of Commons,
dated 5 April 1869;—for,

COPY “ of any CORRESPONDENCE which has taken place between the Board of Trade and the Council of the Duchy of *Cornwall*, with reference to a CLAIM made by the Duchy to levy DUES on VESSELS and MERCHANDISE at the Port of *Dartmouth*, as well as other Ports in the County of *Devon*.”

Board of Trade,
6th April 1869.

T. H. FARRER.

LIST OF PAPERS.

No.				PAGE.
1.	H. 591 -	1 March 1869 -	The Secretary of the Board of Trade to the Secretary of the Council of the Duchy of Cornwall - -	1
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— No. 1. —

(H. 591.)

The Secretary, Board of Trade, to the Secretary of the Council of the Duchy of Cornwall.

Board of Trade, Harbour Department, Whitehall, S.W.

1 March 1869.

Sir,

I AM directed by the Board of Trade to transmit, for the information and consideration of the Council of His Royal Highness the Prince of Wales, copy of a letter received from Mr. Lhoyd on behalf of a committee which, he states, has been formed for the purpose of resisting a claim recently made by the Duchy of Cornwall to the right to levy dues, under the name of petty customs, on all goods imported or exported at Torquay, Paignton, Brixham, Dartmouth, and Totnes.

I am, in the first place, to direct your attention more especially to that portion of Mr. Lhoyd's letter in which he states, with regard to the actions which are now pending arising out of alleged liability to pay the dues in question, that the committee agreed in August last to compromise the actions and buy off the claims of the Duchy by payment of 2,000 £, on the condition of an Act being passed to authorise the arrangement and the substitution of a moderate toll on coal or other imports, as would suffice to meet the interest of the debt and provide a sinking fund.

The Board of Trade are anxious to know whether the Council are still willing to agree to these terms with the committee; and, if so, I am to state that they will be glad to further, to the best of their ability, any scheme which may be matured for giving effect to the compromise.

It appears that the Council of the Duchy are able to act in the matter, but that the other party are not able to do so without further legislation.

It is possible that this may not be practicable in the present Session, but it is also possible that some extension of Part V. of “The Harbours and Passing Tolls, &c. Act, 1861,” may meet the case.

The Board of Trade are the more anxious to give any aid in their power to-

wards the settlement of the matter, because they feel that, even if the proposed tolls can be supported in point of law, upon which point it is not for them to express an opinion, the attempt to revive them at the present time would be contrary to the principles and practice of modern legislation, and would create a prejudice injurious to the interests concerned.

Dues of this nature were emphatically condemned by the Royal Commission on Local Dues on Shipping, the Report of which was published in 1854; and since that period many, if not most of them, have been abolished by compromise or otherwise. Under these circumstances the Board of Trade feel it their duty to bring the matter to the notice of His Royal Highness's Council, in the hope that the dues in this case may not only not be revived but may be finally determined.

I am, &c.

(signed) T. H. Farrer.

The Secretary to the
Council of the Duchy of Cornwall,
Buckingham Gate.

Enclosure in No. 1.

Sir,

Newton Abbot, 8 February 1869.

I AM desired by the members of a committee, formed for the purpose of resisting a claim which has been recently made by the Duchy of Cornwall, to be entitled to levy dues of a novel and exceptional character, called petty customs, on all goods exported or imported at Torquay, Paignton, Brixham, Dartmouth, and Totnes, to beg that you will kindly bring the subject before the Lords of the Committee of Privy Council for Trade, in the hope that their Lordships may be induced to countenance, if they cannot actually promote, a Bill proposed to be introduced into Parliament in the next Session, for legalising terms of compromise with the Duchy, with a view to the ultimate extinction of their claims and the consequent relief of trade in the district.

The Duchy contend that, by a grant of Edward the Third to the Black Prince of the Water of Dartmouth ("*aqua de Dertmuth*"), the Port also passed, and, inferentially, the Customs Port, the limits of which were defined by a Commission in the reign of Elizabeth to extend from the northernmost point of Torbay to the mouth of the River Erme, where the Port of Plymouth commences, but the ancient records seem clearly to show that the water and port were distinct, and that the former comprised the River Dart only from Totnes Bridge to the Blackstone Rock at the entrance of the Harbour of Dartmouth.

The confusion would appear to have originated in the Corporation of Dartmouth having leased the water-bailiwick from the Duchy from the time of James the First to the year 1859 (when a renewal was refused); at an annual rent of 14 *l.* 13 *s.* 4 *d.* All vessels entering the precincts of the Customs Port had, until late years, to clear at Dartmouth, and the Custom House collectors having sometimes farmed the Duchy dues, and sometimes acted as agents for the Corporation, it became the rule not to give any clearance for goods at the outports until the dues had been paid. The Corporation, during their tenancy, varied the charges from time to time, and for those collected in late years, I beg to refer you, to the Report of the Commissioners appointed to inquire into the local charges in shipping in 1854. Had the Duchy been content to collect these only, probably no dispute would have arisen, but they insist that, under what purports to be a Schedule of Rates charged in the time of Henry the Eighth, who had sold the fee farm to the Corporation, from whom it was reclaimed by James the First, they are entitled to the following payments:—

	£.	s.	d.
Every tann of wyne			6
Every tun of iron			8
Every tun of fruit			8
Every bag of madder			4
Every bag of woad			2
Every pack of woollen cloth			4
Every broadcloth, or cloth in kersie			1½
Every piece of crease or hundred of canvas			2
Every hundred weight of tin			2
Every dicker of tanned hydes			4
Every hundred of broad fish			2
Every hundred of hakes and rays			1
Every barrel of black soap			1
Every barrel of pitch, tar, or herring			½
Every quarter of salt, malt, wheat, or grain			½
All other merchandise laden in the said port or haven or any of the creeks thereunto belonging, of every pound two pence, according to the subsidy, being not rated as aforesaid			2
Every ship bought within this realm, or sold out of the same			6 8

An examination of the old account books of the period tends to show that these payments were originally made by merchant strangers only (or foreigners in the present acceptation of the term), and only on goods exported to or imported from parts beyond the seas, or such as were therefore liable to the King's subsidy. When the abuse of this rule first arose there is no evidence to show, for some of the books are lost, but even in more modern times the charges appear to have been confined to articles on which the Customs duties were payable. Relying, however, on the impositions introduced by their late tenants about the year 1830, and ignoring past remissions, the Duchy insist upon the right to levy dues on all imports or exports, whether foreign or coastwise, besides metage, bushellage, and a variety of other charges, the origin of which it is difficult to trace, but which there is reason to believe were properly town dues.

I may here mention that, in 1859, on the termination of the last corporation lease, a Mr. Brooking having become the lessee, at an improved rent, he introduced a scale of his own, adopting that appended to the Dart Commissioners' Act as being a more comprehensive one, and directed his collectors to levy accordingly. His demands were sometimes paid, but more frequently resisted. On his death the Duchy retook possession, retained his collectors, but did not recall his instructions. Fresh disputes arose, which led to the formation of the joint committee, on whose behalf I write. At the same time the Duchy, under colour of an arrangement with the Crown (enrolled at the Land Revenue and Record Office on the 3rd June 1865), claimed to be the owners of certain portions of "the soil and fundus of the Water of Dartmouth," and compelled the Corporation to cede to them certain quays at Dartmouth which had been built partly by subscription, and partly out of the borough fund, on the ground of there being encroachments on the foreshore. This assumed obligation to repair these quays is now put forward as the legal consideration and moral justification for levying dues throughout the entire port. Beyond this, they contribute nothing towards the maintenance or improvement of the several harbour works in the district.

Three years ago three separate actions were brought by the Duchy for the purpose of enforcing submission to their demands, and having been turned into special cases for the opinion of the Court of Exchequer, are still pending. Copies of the claims in two of the actions are appended, so that their nature may be better understood.

Having regard to the enormous expense which must be entailed by protracted litigation, and to the extreme uncertainty of the result, the committee agreed in August last to compromise the actions, and buy off the claims of the Duchy by payment of 2,000 £., but only on the condition of an Act being passed to authorise the arrangement, and the substitution of a moderate toll on coal or other imports as would suffice to meet the interest on the debt and provide a sinking fund. The committee were advised that their object could be effected by a public Act, but doubts have been suggested as to whether it would not come within the definition of a Private Bill, and the committee now find themselves in the unfortunate position of being precluded from giving the notices required by the Standing Orders in the case of Private Bills, in consequence of no reply having been received from the Duchy officials until the 14th of December, and of finding themselves peremptorily called upon to pay the amount on the 1st of March next. I have annexed a copy of the terms proposed, with the observations of the Prince's counsel, and beg to call your attention to their remarks on Paragraph No. 5, wherein they assume that they have full power to do all that is required; but such is not the case, for such an arrangement could not legalise the dues, nor could the committee attempt to recoup themselves under such a title.

Under these circumstances the committee are constrained to ask for their Lordships' assistance, and to inquire whether they would be disposed to provide for the extinction of all claims of a similar kind by public legislation, supplementing the Harbour and Passing Tolls Act of 1861, and providing for their compulsory sale, on a given number of years' purchase on the present net receipts, or to aid in passing a special Act to meet the present case. Should their Lordships be of opinion that the object can only be attained by a Private Bill, the committee trust that they will be disposed to recommend or support a motion for the suspension of the Standing Orders, so as to allow of its being introduced early in the Session.

I must be allowed to apologise for the length of this statement, notwithstanding my endeavours to eliminate all irrelevant matter; and hoping to be favoured with a reply at your early convenience,

George Shaw Lefevre, Esq., M.P.,
&c. &c.
Board of Trade.

I have, &c.
(signed) *Alex. J. Lloyd.*

IN THE EXCHEQUER.

Between the Attorney General of His Royal Highness Albert Edward Prince of Wales and Duke of Cornwall, Informant; and Charles Hunt, Defendant.

The following are the particulars of the Claim made in this Information, delivered pursuant to the Order of the Honourable Mr. Justice Willes, dated the 29th day of March 1866.

EX SHIP "LOTTERY," FROM LABRADOR.

Date.		Rate of Dues.	Amount.
1865:	<i>Cwt.</i>		<i>£. s. d.</i>
30 November -	In bulk - 2,447 } Cod Fish - - - - -		
	8 bundles 8 }		
	101 tierces - - - - -	At $\frac{1}{2}$ d. a cwt.	
	1 barrel - 414 - - - - -	or quintal.	
	116 cases - - - - -		
	2,869 - - - - -	- - -	5 19 6 $\frac{1}{2}$
	1 barrel - } 15 herring - - - - -		
	4 kegs - }		
	13 barrels - 23 trout - - - - -	At $\frac{1}{2}$ d. a barrel.	
	74 " - 53 $\frac{1}{2}$ caplin - - - - -		
	96 barrels - - - - -	- - -	- 4 -
	3 kegs sounds, and tongues 2 cwt. - -	At $\frac{1}{2}$ d. a cwt.	- - 1
	113 casks } <i>Tuns Gals.</i>		
	3 barrels } 26 10 Cod-liver oil - -	At 8 d. a tun	- 17 4
	1 keg }		
	1 cask skins, containing 79 } <i>£. s. d.</i>		
	fox (value 10 s. each) - }	39 10 -	
	29 martin, value 1 l. each - -	29 - -	
	6 common otter, value 45 s. each -	6 12 -	
	4 beaver, value 8 s. each -	1 12 -	
	9 mink, value 10 s. each -	4 10 -	
	81 4 -	- - -	- 13 6 $\frac{1}{2}$
	Anchorage 6 d., groundage 1 s. -	- - -	7 14 6
			- 1 6
		<i>£.</i>	7 16 -

Dated this 11th day of April 1866.

Yours, &c.
(signed) A. G. Lloyd,
Informant's Attorney.

To M. A. Howard,
Defendant's Attorney or Agent.

IN THE EXCHEQUER OF PLEAS.

Between the Attorney General of His Royal Highness the Prince of Wales and Duke of Cornwall, Informant; and John Tapley Harvey and William Harvey, Defendants.

The following are the particulars of the Claims made in this Information, delivered pursuant to the Order of the Honourable Mr. Justice Willes, dated the 29th day of March 1866.

Date.	_____	Rate of Dues.	Amount.
1865:			£. s. d.
4 July -	120 loads of timber, <i>ex</i> Dove and Robins and Thomas.	At 1 s. 6 d. per 20 loads.	- 9 -
18 September -	60 tons slate, <i>ex</i> Echo, value 2 l. 10 s. per ton -	At 2 d. in the £.	1 5 -
6 October -	45 casks cement, <i>ex</i> Reformation, value 10 s. per cask.	- ditto -	- 3 9
1 November -	60 loads of timber, <i>ex</i> Charleston - - -	At 1 s. 6 d. per 20 loads.	- 4 6
		£.	2 2 3

Dated this 11th day of April 1866.

To Messrs. W. & H. P. Sharp,
Defendants' Attorneys
or Agents.

Yours, &c.
(signed) A. G. Lloyd,
Informant's Attorney.

TERMS proposed on the part of the Defendants for the Settlement of Suits relative to Dues at *Dartmouth* and *Torquay*, with Replies of the Duchy thereto.

1. Two thousand pounds to be paid to the Duchy to cover all claims for expenses.

2. The arbitrator's fees to be equally divided between the Duchy and the defendants.

3. The Duchy to stay all proceedings by the entering a "*nolle prosequi*," or such other step as may be effectual to determine these and all other actions and proceedings which may have been brought against any person for dues, &c., or tolls claimed under the same title as that under which the claim in these suits is made.

4. No further action to be brought, or information laid against any other person for any such tolls, &c.

5. Immediately on the assembling of Parliament, the Duchy to consent to, and as far as possible to promote an Act by which the tolls, &c., within the limits claimed in these suits to be the limits of the port or water of Dartmouth shall be abolished, and all claims of the Duchy thereto shall be surrendered, the promoters of the Bill to have the assistance and sanction of the Duchy in asking from Parliament any such extension of the right to collect these or similar tolls for the purpose

1. This the Duchy assents to on condition of the payment being made on the fifth day of January 1869; in default of payment the suits to be proceeded with forthwith.

2. These fees to be paid by the Duchy and the defendants immediately on the payment of the 2,000 l. being made on the said 5th day of January 1869.

3. All necessary steps will be taken for the purposes referred to on the 2,000 l. being paid at the time above stated.

4. No further proceedings will be taken against any person for tolls arising within the Dartmouth and Torquay district, provided the payment is made as before stipulated.

5. The Duchy has already full Parliamentary powers of selling and making an effectual conveyance or release of any portion of its possessions and rights, and, therefore, needs no Act of Parliament to effect those purposes; but provided the rights of the Duchy and its lessees to the dues and tolls arising within the Salcombe district are expressly excepted from the operation of any such Act there would be no objection (the previous conditions as to the payments mentioned in clauses Nos. 1 and 2

of defraying the costs and recouping themselves the sum so paid in pursuance of that compromise, either in whole or in part, as Parliament may agree.

having been complied with), to give the usual consent on the part of the Duchy to any Act which Parliament might sanction for the abolition, alteration, extension, or continuance of the tolls and dues, which are the subject of the suits.

6. If so advised, the promoters to have the liberty to purchase the claims of the Duchy under such title as they have to give.

6. This will depend in some measure upon the party or parties who may be the promoters of such Bill.

7. This arrangement not to affect the rights of either party to the lease from the Duchy to the Harbour Commissioners of Salcombe, which are to be excluded therefrom.

7. This is assented to, of course, and provision for the exception of Salcombe can be made, as suggested in the answer to proposal No. 5 in the proposed Bill.

Attorney General to the Prince of Wales *v.* Hunt.

Duchy of Cornwall Office, Buckingham Gate, S.W.,
23 January 1869.

Dear Sir,

REFERRING to the terms which emanated from your counsel, Mr. F. M. White, for the settlement of the above suit, and to the replies thereto handed by Mr. Garth on the part of the informant to Mr. White, which expressed generally the assent of the informant to the terms proposed, subject to certain conditions, the principal of which was a stipulation that the sum of 2,000 *l.*, mentioned in the first term of settlement, should be paid on the 5th day of January instant, I am directed to call your attention to the fact of the time named having long passed without the condition for payment of the 2,000 *l.* being fulfilled, and to inform you that the matter cannot be permitted to stand over indefinitely without a settlement being arrived at in accordance with the terms agreed to. It must, in fact, be distinctly understood, that unless the above-mentioned sum of 2,000 *l.* is paid on or before the 1st of March next, steps will at once be taken on the part of the informant to continue the proceedings in the suit.

You will observe the reply to the fifth term of settlement, that consent would be given on the part of the Duchy to any Act of Parliament for the abolition or continuance of the tolls and dues which are the subject of the suit, and this would of course include consent to any application for a provisional order of the Board of Trade, which the parties interested in the matter might desire to promote for similar objects.

A. Howard, Esq.

I am, &c.
(signed) *A. G. Lloyd.*

— No. 2. —

(H. 1101.)

Mr. *Lloyd* to the Secretary, Board of Trade.

Sir,

Newton Abbot, 13 March 1869.

I AM sorry to be obliged to trouble you again on the subject of the claims of the Duchy of Cornwall, referred to in my letter of the 8th ultimo; but the officers of the Duchy are so peremptory in their requirements, that the 2,000 *l.* shall be paid at once, or that some "material guarantee" shall be given, by the immediate payment of 500 *l.* to be forfeited, and judgment signed in all the actions, if the proposed terms of compromise are not carried out in six months, that I have no alternative but to ask whether the Board of Trade can by any legislation assist the parties whom I represent.

George Shaw Lefevre, Esq., M.P.
&c. &c.
Board of Trade.

I have, &c.
(signed) *Alex. J. Lloyd.*

— No. 3. —

(H. 1101.)

The Assistant Secretary, Harbour Department, Board of Trade, to the Secretary
of the Council of the Duchy of Cornwall.

Sir, Board of Trade, Harbour Department,
Whitehall, 16 March 1869.

WITH reference to Mr. Farrer's letter of the 1st instant, transmitting copy of a letter from Mr. Lhoyd, relative to a claim by the Council of His Royal Highness the Prince of Wales, to levy certain dues on all goods imported or exported at Torquay, Paignton, Brixham, Dartmouth, and Totnes, I am directed by the Board of Trade to request that you will move the Council of His Royal Highness to cause this Board to be favoured with a reply at their earliest convenience.

I am, &c.
The Secretary of the Council (signed) C. Cecil Trevor.
of the Duchy of Cornwall, Buckingham Gate.

— No. 4. —

(H. 1200.)

The Secretary of the Council of the Duchy of Cornwall to the Assistant Secretary,
Harbour Department, Board of Trade.

Sir, Duchy of Cornwall Office, Buckingham Gate, S.W.
19 March 1869.

I BEG to acknowledge the receipt of Mr. Farrer's communication of the 1st instant, transmitting by direction of the Board of Trade, for the information and consideration of the Council of His Royal Highness the Prince of Wales, copy of a letter received from Mr. A. J. Lhoyd, on behalf of a committee stated by him to have been formed for the purpose of resisting a claim recently made by the Duchy of Cornwall to the right to levy dues, under the name of petty customs, on all goods imported or exported at Torquay, Paignton, Brixham, Dartmouth, and Totnes.

I have also to acknowledge the receipt of Mr. Trevor's subsequent communication of the 16th instant.

There has not been at present, and may not be for some little time to come, an opportunity of submitting your communication to the Prince's Council; but I believe I am in a position to express to you the views they entertain upon the subject-matter generally; and as the Board of Trade are anxious for an early reply, I have thought it desirable not to delay the same for a Council meeting.

In the first place, I have to state that the duchy officers have no official knowledge of the committee of which Mr. Lhoyd speaks, never having received from, or had any communication directly or indirectly with, such committee. I have also to observe that there are several inaccuracies in the statements contained in Mr. Lhoyd's letter, which are calculated to mislead. I do not, however, propose to trouble you by pointing out each inaccuracy in detail, as with much that Mr. Lhoyd has entered upon the Board of Trade would appear to have no concern; but there are some statements which cannot be allowed to remain unnoticed, and in noticing these it will probably be convenient for me to give a short outline of the principal facts of the case.

So far from the tolls and dues claimed by the duchy being, as stated by Mr. Lhoyd, of a novel and exceptional character, they have been continuously collected by the duchy and its farmers and lessees for centuries; and a reference to Lord Hale's "Treatise on the Customs" will show them to be of the nature of those which he there describes as being ancient dues, to which the lord of a port is entitled, as distinguished from the customs and subsidies payable to the Crown with the consent of Parliament.

From the commencement of the reign of Henry VIII., down to the year 1860,

the tolls and dues in connection with the bailiwick and conservancy of the water of Dartmouth formed the subject of successive grants to the Corporation of Dartmouth. In the reign of Elizabeth, in the course of proceedings in the Exchequer brought against merchants at Salcombe (one of the outports of Dartmouth, in the western division of the water), the dues, of which a schedule is given in the decree tallying with the list set out by Mr. Lhoyd, were established as payable throughout the port of Dartmouth, and every creek belonging to it; they were subsequently again established by similar proceedings in the reign of Charles I. In later years the corporation frequently enforced the payment of the dues by legal proceedings. The only changes which they seem to have made consisted of reductions from time to time of some of the dues in ease of commerce; and it is important to mention that, during the currency of their last lease, the dues collected amounted, on an average, to about 300 *l.* a year.

For a short period after the termination of this lease in 1860, the tolls and dues were collected by the duchy agents at the accustomed rates, the reductions made in ease of commerce in former years being continued; and payment was made without question or dispute.

In July 1861 a lease of the conservancy of the western portion of the Water of Dartmouth, comprising within its limits Kingsbridge, Salcombe, and Bantham, was granted by the duchy to the members of a committee having for its object the improvement of the Kingsbridge and Salcombe Harbour and Estuary, reserving one-third of the gross receipts to the duchy, and providing for the residue, after payment of expenses, being laid out in maintaining the ports and harbours within the limits of the grant. This lease is still in force, and no difficulty has been experienced in the collection by the lessees of the dues in this portion of the water.

About the same time, but rather later, a lease was granted by the duchy to Mr. John Brooking, who had for many years held the appointment of town clerk to the Corporation of Dartmouth, of the conservancy of the eastern portion of the water, comprising within its limits the before-mentioned towns of Dartmouth, Brixham, Paignton, and Torquay, at a progressive rental amounting ultimately to 130 *l.* a year, with a provision binding him to maintain all quays and landing places, and to improve the harbours. Mr. Brooking collected the dues for a year or two without opposition; he appears subsequently to have got into money difficulties, and made unusual, and possibly exorbitant, demands in respect of the dues; but in this he received no countenance or support from the duchy. In 1864 Mr. Brooking died insolvent; whereupon a surrender of the lease was accepted from his widow, and local agents were again appointed by the duchy to collect the dues. The instructions to these agents were precise; they were informed that the tolls were considered to have been legally established by the Exchequer decrees before mentioned, to which they might refer parties desiring information; but that in any case where a reduction in the amount was supported by user of 30 or even 20 years, the smaller amount only was to be demanded.

The officers of the duchy had hoped that this course would have satisfied the parties who had opposed the demands of Mr. Brooking; but the opposition continuing, they were reluctantly compelled to institute proceedings for the maintenance of the ancient rights of the duchy, which have been uninterruptedly recognised for so long a period.

I have mentioned that the duchy officers have no official knowledge of the committee represented by Mr. Lhoyd, but that gentleman acts also as Secretary to the Dartmouth Harbour Commissioners, a body acting under the authority of a Provisional Order of the Board of Trade, confirmed by Act of Parliament, and with him in that capacity the duchy officers were some time since in communication respecting these tolls and dues.

In December 1863 an application was made on behalf of these Commissioners to be allowed to purchase under the provisions of their Order (The Dartmouth Harbour Order, 1863), and the Harbours and Passing Tolls Act, 1861, any dues which the duchy might be entitled to levy within the limits specified in the Order, so that the same might be merged in the other rates which the Commissioners were authorised to charge.

The matter was submitted to the Prince's Council, who, relying on the sincerity of the application, and recognising the public benefit involved therein, promptly entertained it, and sanctioned a negotiation being entered into with
the

the Commissioners for the sale. A protracted delay ensued, to the great prejudice of the duchy interests; and, eventually, after the Commissioners had been furnished with particulars of the nature of the tolls, and of the duchy title thereto, the negotiation was broken off on the part of the Commissioners in July 1865, on the ostensible ground that they had no power under their Order to raise money for such a purpose as the purchase of the dues.

The proposal to purchase having emanated from the Commissioners, the duchy officers were naturally surprised at this termination of the business; and this surprise was increased on finding the Commissioners or their agents subsequently taking the most active part in the defence of the suits brought by the duchy, and making use of information which had been furnished by the duchy under the circumstances mentioned, in an endeavour to break down the duchy title.

The law officers of the duchy entertain not the slightest doubt as to the eventual result of the suits if continued; but having reference to the public interests involved, there has been no indisposition on the part of the duchy to effect a compromise on fair terms; and an offer for this purpose coming from the defendants' counsel having been received in August last, authority for its acceptance was obtained in due course, though owing to the season of the year, and other unavoidable circumstances, some little delay occurred.

Mr. Lhoyd, speaking of this offer, mentions that the payment of the 2,000 *l.* was to be conditional, on an Act being passed to authorise the arrangement, but a reference to the terms proposed will show that this is not so; there is no condition in the original offer as to payment of the 2,000 *l.* being deferred until after the passing of an Act, and the reply expressly negatives such an assumption, providing for payment being made by a day named, as the condition on which the whole arrangement was to depend.

It only remains for me to state, in reply to the particular inquiry in your letter, that I have not any doubt of the Prince's Council being still willing to effect a compromise of the suits upon the basis proposed; but as they have no knowledge of the parties really making the proposal, or of the manner in which the 2,000 *l.* is proposed to be obtained, it is felt necessary to require, as a condition for extending the period named for payment of the money, that the defendants in the suits should pay the sum of 500 *l.* (being the estimated amount of the duchy costs out of pocket up to the present time) within a fortnight from this date, and consent to judgment being signed in the suits in the event of the remaining 1,500 *l.* not being paid before the 1st of September next, and communications to this effect have been made to the defendants' solicitors.

I have, &c.
(signed) *J. W. Bateman.*

The Assistant Secretary,
Harbour Department, Board of Trade.

DARTMOUTH, &c. PORT.

COPY of CORRESPONDENCE between the Board of Trade and the Council of the Duchy of Cornwall, with reference to a Claim made by the Duchy to Levy DUES on VESSELS and MERCHANDISE at the Port of *Dartmouth*, as well as other Ports in the County of *Devon*.

(*Sir Massey Lopes.*)

*Ordered, by The House of Commons, to be Printed,
8 April 1869.*

HARBOUR LOANS.

RETURN to an Order of the Honourable The House of Commons,
dated 30 July 1869;—*for*,

RETURN “of APPLICATIONS for LOANS under the Provisions of ‘The HARBOURS and PASSING TOLLS, &c. ACT, 1861,’ which have been decided on by the PUBLIC WORKS LOAN COMMISSIONERS, with the Result; and stating the Amount of the Loan Applied for and Granted, the Rate of Interest charged, and the Nature and Object of the Works in each Case, made up to the 31st day of December 1868 (in continuation of Parliamentary Paper, No. 286, of Session 1867–8).”

RETURN of APPLICATIONS for LOANS under the Provisions of “The HARBOURS and PASSING TOLLS, &c. ACT, 1861,” which have been decided on by the PUBLIC WORKS LOAN COMMISSIONERS.

I.—CASES in which LOANS have been Granted.

Name.	Amount applied for.	Amount Granted.	Rate of Interest.	Nature of Work.	Object of Works, as stated by Applicants.
CARNARVON - -	24,000 L.	10,000 L.	3½ p' cent.	Removal of present pier and constructing sea wall in lieu thereof.	Refuge and shelter.
GREAT YARMOUTH -	27,000 L.	27,000 L.	3¼ ”	Extension of North Pier and other works.	Fisheries, trade, and refuge.
ISLE OF MAN - -	40,000 L.	40,000 L.	3¼ ”	Battery Pier at Douglas - -	Protection to bay and harbour of Douglas, shelter to the mail and other steamers and vessels.
TYNE - - - -	- - - -	25,000 L. The application was for 100,000 L.; 75,000 L. were granted as shown by former returns; 25,000 L. have been granted since.	3½ ”	Pier extension, in continuation of works for which the previous loan was granted.	Shelter.
WEAR - - - -	50,000 L.	25,000 L.	3½ ”	Further harbour improvements -	Shelter and additional accommodation.

II.—CASES in which the PUBLIC WORKS LOAN COMMISSIONERS have refused Applications.

Name.	Amount Applied for.	Nature of Works.	Object of Works as Stated by Applicants.
BRAY - - - -	10,000 L.	Dock and improvement of river - - -	Accommodation and encouragement of trade for goods and passengers, imports and exports.
BRISTOL AND PORTISHEAD PIER AND RAILWAY.	20,000 L.	Extension of pier at Portishead - - -	Increasing trading accommodation.
DUBLIN PORT AND DOCKS -	96,849 L. 14 s. 10 d.	Building a graving dock, and for rebuilding and deepening the south quay wall.	- - - - The like.
DROGHEDA - - - -	35,000 L.	Graving dock, tidal wall outside bar, and to pay-off a debt of 14,000 L.	For benefit of trade in general.
WICKLOW - - - -	12,000 L.	Construction of pier and breakwater, and dredging.	Trade, and refuge for fishing and other vessels.

Public Works Loan Board, }
11 August 1869.

E. R. Spearman,
Assistant Secretary.

HARBOUR LOANS.

RETURN of APPLICATIONS for LOANS under the Provisions of "The Harbour and Passing Tolls, &c., Act, 1861," which have been decided on by the PUBLIC WORKS LOAN COMMISSIONERS, with the Result; and stating the Amount of the Loan Applied for, and Granted, the Rate of Interest charged, and the Nature and Object of the Works in each Case; made up to the 31st December 1868 (in continuation of Parliamentary Paper, No. 286, of Session 18678-).

(*Mr. Delahunty.*)

*Ordered, by The House of Commons, to be Printed,
11 August 1869.*

HARBOURS OF REFUGE.

RETURN to an Order of the Honourable The House of Commons,
dated 23 April 1869;—for,

COPY “of QUARTERLY REPORTS of the ENGINEERS at the HARBOURS of
REFUGE at *Dover, Alderney, Portland, and Holyhead*, for the Year ending
the 31st day of March 1869 (in continuation of Parliamentary Paper,
No. 252, of Session 1867-8).”

Board of Trade, }
23 April 1869. }

T. H. FARRER.

(*Mr. John Bright.*)

Ordered, by The House of Commons, to be Printed,
23 April 1869.

Dover.

1.—D O V E R.

ENGINEERS' REPORT for the Quarter ending 30th June 1868.

Sir,

23, Great George-street, Westminster, S.W.,
11 July 1868.

THE contractors have made fair progress with the foundations of the Pier during the past quarter, having extended the foundation course to an average distance of 1,885 feet from the commencement, being an advance of 52 lineal feet since the last Report.

The walls have been raised to an average height of 8 feet above the foundations.

The staging has been extended a distance of 1,917 feet; 3,463 cubic yards of concrete blocks have been made at Rye, and 4,089 cubic yards have been barged from Rye to Dover.

The average number of men employed during the quarter has been 142.

Certificates amounting to 3,400 *l.* have been granted to Messrs. Lee, the contractors, during the past quarter, making the total sum certified on their several contracts for the pier and the junction wall, 623,627 *l.*

We have, &c.

(signed) *M'Clean & Stileman.*

The Secretary to the Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1868.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
						Superintendents and Foremen.	Masons and Divers.	Fitters.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Blockmakers.	Labourers.
Breakwater or West Arm of Harbour of Refuge.	- First contract, Oct. 1847.	650,000	30,000	- - -	623,627	4	16	2	6	3	2	2	46	61
	Second contract, Nov. 1854.													
	New contract, March 1867.	75,000	- -	3,400										

23, Great George-street, 11 July 1868.

(signed) *M'Clean & Stileman, Engineers.*

ENGINEERS' REPORT for the Quarter ending 30th September 1868.

Dover.

23, Great George-street, Westminster, S.W.,
13 October 1868.

Sir,

THE foundations of the pier have been extended to an average distance of 1,913 feet on the centre line of the pier, being an advance of 33 feet during the past quarter; a length of 75 feet of the walls has been raised an average height of 9 feet.

Preparations are being made for an extension of the staging so as to have as great a length as possible of the foundations prepared during the winter for the next summer's work.

1,436 cubic yards of concrete blocks have been made at Rye during the past quarter, and 4,165 cubic yards have been barged to Dover. There have been some interruptions in the block making department owing to the unusual heat having affected the cement.

The average number of men employed at Dover and Rye has been 135.

The permanent way of the railways on the pier has been repaired by turning the rails where required, and is in good working order.

Certificates amounting to 3,940 *l.* have been granted to Messrs. Lee & Sons, the contractors, during the past quarter, making the total sum certified under their several contracts for the pier and the junction wall, 627,567 *l.*

We have, &c.

(signed) *M^cClean & Stileman.*

The Secretary to the Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending
30th September 1868.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.									
						Superintendents and Foremen.	Masons and Divers.	Fitters.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Blockmakers.	Labourers.	
Breakwater or West- ern Arm of Har- bour of Refuge.	- First con- tract, Oct. 1847.	650,000	-	-	-	627,567	4	21	2	5	3	2	3	33	62
	Second con- tract, Nov. 1854.		-	-	-										
	New contract, Mar. 1867.	75,000	30,000	3,940											

23, Great George-street, 13 October 1868.

(signed) *M^cClean & Stileman, Engineers.*

Dover.

ENGINEERS' REPORT for the Quarter ending 31st December 1868.

Sir,

23, Great George-street, Westminster, S.W.,
14 January 1869.

NOTWITHSTANDING the very unfavourable weather of the autumn and winter, the foundations of the pier have made some progress, having been extended an average length of 16 feet, which is to a distance of 1,929 feet on the centre line of the pier.

The whole of the underwater work above the foundations has been raised an average height of 9 feet.

No opportunity has offered itself for putting out further staging, but everything is ready for more moderate weather.

3,859 cubic yards of concrete blocks have been made at Rye, and 2,116 cubic yards of blocks have been barged to the works at Dover.

All the timber required for the new staging has also been delivered.

The average number of men employed at Dover and Rye has been 142.

The permanent way on the pier, signals, &c. have been maintained in working order.

Certificates amounting to 3,714 *l.* have been granted to Messrs. Lee & Sons, the contractors, during the past quarter, making the total sum certified under the several contracts for the pier and the junction wall, 631,281 *l.*

We have, &c.

(signed) *M^cClean & Stileman.*

The Secretary to the Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st December 1868.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.									
						Superintendents and Foremen.	Masons and Divers.	Fitters.	Carpenters.	Smiths.	Sawyers.	Timekeepers and watchmen.	Blockmakers.	Labourers.	
Breakwater or West- ern Arm of Har- bour of Refuge.	- First con- tract, Oct. 1847.	£.	£.	£.	£.										
	Second con- tract, Nov. 1854.	650,000	25,000	-	-	631,281	3	19	2	3	3	2	3	58	49
	Third con- tract, Mar. 1867.	75,000	-	-	3,714										

23, Great George-street, Westminster, 14 January 1869.

(signed) *M^cClean & Stileman, Engineers.*

ENGINEERS' REPORT for the Quarter ending 31st March 1869.

23, Great George-street, Westminster, S.W.,
14 April 1869.

Sir,

THE continuance of very bad weather during the autumn and winter has prevented the contractors erecting their staging till a much later period than was intended.

The total length of the foundation course is now 1,944 feet on the centre line.

A length of 69 feet of new staging has been completed, and the divers are again at work in the foundations.

The general work under water has been extended an average length of 24 feet during the quarter.

Some damage was done to the jetties, cranes, and signals on the occasion of the loss of Her Majesty's gun brig "Ferret" on the 29th March. This is being repaired.

The average number of men employed daily has been 136.

Certificates amounting to 3,013*l.* have been granted to Messrs. Lee the contractors, during the past quarter, making the total sum certified under the several contracts for the pier, and the junction wall, 634,294 *l.*

We have, &c.
(signed) *McClean & Stileman.*

The Secretary to the Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st March 1869.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
						Superintendents and Foremen.	Masons and Divers.	Fitters.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Blockmakers.	Labourers.
Breakwater or West- ern Arm of Har- bour of Refuge.	- First con- tract, Oct. 1847.	£.	£.	£.	£.									
	Second con- tract, Nov. 1854.	650,000	25,000	3,013	634,294	4	14	2	6	4	2	3	46	55
	Third con- tract, Mar. 1867.	75,000												

23, Great George-street, 14 April 1869.

(signed) *McClean & Stileman, Engineers.*

Alderney.

2.—ALDERNEY.

ENGINEERS' REPORT for the Quarter ending 30th June 1868.

Sir,

23, Great George-street, Westminster, S.W.,
11 July 1868.

THE total quantity of stone deposited in the base and foreshores of the Western Breakwater, during the last quarter, has been 15,172 tons; of this, 619 tons have been taken to the base from sunken rocks in the harbour.

During the quarter, 299 lineal yards of coping and pitching have been laid on the quay level from 1,250 yards from the shore to the head at 1,549 yards from the shore. This completes the quay level of the breakwater.

The damage caused by the storm of 22nd January, at 1,333 yards from the shore has been repaired.

The daily average number of men employed during the quarter has been 203, and 10 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the past quarter, has been 6,500*l.*, making a total of 1,184,013*l.* since the commencement of the works.

We have, &c.

(signed) *McClean & Stileman.*

The Secretary to the Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1868.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								Horses.
						Clerks, Foremen, &c.	Carpenters and Labourers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	
Breakwater from Grosnez Point, purchase of land, forming railways, and depositing stone.	June 1847	£. 1,300,000	£. 56,000	£. 6,500	£. 1,184,013	11	16	63	9	8	5	80	11	10

23, Great George-street, 11 July 1868.

(signed) *McClean & Stileman* Engineers.

ENGINEERS' REPORT for the Quarter ending 30th September 1868.

Sir, 23, Great George-street, Westminster, S.W.,
13 October 1868.

THE total quantity of stone deposited in the base and foreshores of the Western Breakwater, during the last quarter, has been 19,706 tons.

During the quarter, 60 lineal yards of coping have been set on the sea wall, and an equal length of coping on the promenade wall, from 906 yards to 966 yards from the shore. The granite paving of the promenade has been laid for the same length of 60 yards. This, with 85 lineal yards of copings and paving set near the shore in April 1867, completes 145 lineal yards of the promenade level.

The daily average number of men employed during the quarter has been 208, and 10 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 8,500 l., making a total of 1,192,513 l. since the commencement of the works.

We have, &c.
(signed) M^cClean & Stileman.

The Secretary to the Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1868.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								Horses.
						Clerks, Foremen, &c.	Carpenters, Sawyers and Labourers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	
Breakwater from Gros- nez Point, opening quarries, forming railways, and de- positing stone.	June 1847	£. 1,300,000	£. 56,000	£. 8,500	£. 1,192,513	11	13	77	9	8	6	74	10	10

23, Great George-street, 13 October 1868.

(signed) M^cClean & Stileman, Engineers.

Alderney.

ENGINEERS' REPORT for the Quarter ending 31st December 1868.

23, Great George-street, Westminster, S.W.,

14 January 1869.

Sir,

THE total quantity of stone deposited in the base and foreshores of the Western Breakwater, during the last quarter, has been 9,957 tons; of this, 65 tons have been taken to the base from sunken rocks in the harbour.

During the quarter, 348 lineal yards of coping have been set on the sea wall, and an equal length of coping on the promenade wall. The granite paving of the promenade has been laid for the same length. This completes 493 lineal yards of the promenade level.

On the 28th December some damage by sea to the breakwater walls occurred at 1,393 yards from the shore. The amount of damage, it is believed, can be repaired in a few days, as soon as the weather moderates.

The daily average number of men employed during the quarter has been 176, and 8 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 6,500 *l.*, making a total of 1,199,013 *l.* since the commencement of the works.

Summary of the Year.

Since the beginning of the year, 57,946 tons of stone have been deposited in the base and foreshores of the Breakwater, including 684 tons taken up from sunken rocks in the harbour.

Three hundred and thirty-three lineal yards of coping and pitching have been laid on the quay level, completing the quay level from the shore to the head.

Four hundred and eight lineal yards of copings and paving have been laid on the promenade level. This, with 85 lineal yards finished near the shore last year, completes 493 lineal yards.

We have, &c.

(signed) *M'Clean & Stileman.*

The Secretary to the Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st December 1868.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								Horses.
						Clerks, Foremen, &c.	Carpenters and Sawyers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	
Breakwater from Gros- nez Point, opening quarries, forming rail- ways, and depositing stone.	June 1847	£. 1,300,000	£. 56,000	£. 6,500	£. 1,199,013	11	11	50	9	8	6	72	9	8

23, Great George-street, 14 January 1869.

(signed) *M'Clean & Stileman, Engineers.*

ENGINEERS' REPORT for the Quarter ending 31st March 1869.

Alderney.

23, Great George-street, Westminster, S.W.,
14 April 1869.

Sir,

THE quantity of stone deposited in the base and foreshores of the Western Breakwater, during the last quarter, has been 13,893 tons.

During the quarter 158 lineal yards of coping have been set on the sea wall, and an equal length of coping on the promenade wall, extending from 400 yards to 558 yards from the shore. The granite paving of the promenade has been laid for the same length of 158 yards. This completes 651 lineal yards of the promenade level.

The damage to the Breakwater walls referred to in last Report, at 1,393 yards from the shore, has increased by the storms of the last three months, which have exceeded in violence and duration those of any previous winter remembered on this island. There is now a breach through the walls at that place 34 yards in length, on the average, from low water to the top, but the masonry below low water is uninjured. The walls have also been damaged at several other points, and the weather has not yet admitted of any repairs.

The daily average number of men employed during the quarter has been 171, and 8 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 27,200 £., making a total of 1,226,213 £. since the commencement of the works.

We have, &c.

(signed) *M^cClean & Stileman.*

The Secretary to the Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st March 1869.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
						Clerks, Foremen, &c.	Carpenters and Sawyers.	Masons and Labourers.	Smiths and Labourers.	Enginemen and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.
		£.	£.	£.	£.									
Breakwater from Grosnez Point, opening quarries, forming railways, and depositing stone.	June 1847 -	1,300,000	56,000	27,200	1,226,213	11	12	53	8	8	6	65	8	8

23, Great George-street, 14 April 1869.

(signed) *M^cClean & Stileman, Engineers.*

3.—HARBOUR OF REFUGE AND BREAKWATER AT PORTLAND.

STATEMENT of EXPENDITURE and Number of MEN EMPLOYED during the Quarter ending 30th June 1868.

1. DESCRIPTION of WORK.	2. Date of Commencing the Work.	3. Date when the Work should be Completed.	4. Amount of Estimate.	5. Amount Authorised for the Year.
Formation of an inner and outer Breakwater, terminating at 8,500 feet from the shore, and sheltering 2,130 acres of Portland Bay, with adjunct works.	- - Railways and preliminary works commenced 11th August 1847.	- - General contracts terminated 31st December 1865.	£. 1,007,000 2,150 1,850 2,000 £. 1,012,500	£. 6,500 2,000 £. 8,500
Construction of timber jetty, for protection of boats belonging to Her Majesty's ships.	Breakwater commenced 11th December 1849.	Works continued since December 1865, by separate contracts for supply of materials and labour.	For construction of Breakwaters, circular heads, and works for coaling and watering establishment, &c.	£. 4,700 1,800
Protection of property on north side of bay.			Permanent buildings, reservoirs, &c.	-
Maintenance of works generally.			Jetty for protection of boats belonging to Her Majesty's ships	-
			Protection of property on north side of bay	-
				Breakwater works
				Maintenance of ditto
				Protection of property on north side of bay

6. Amount Expended during the Quarter.	7. Amount Expended from Commencement, including the present Quarter.	8. Average Number of Workmen, &c. Employed.	9. REMARKS.
£. 2,165 1,229 NET EXPENDITURE on Harbour Works - £. 936	£. 1,145,561 135,585 NET EXPENDITURE on Harbour Works - £. 1,009,976	No. Foremen - 4 Weighers - 1 Breaksmen - 20 Quarrymen - - Masons and Stonecutters - 1 Sawyers - - Carpenters - 3 Smiths - 1 Fitters, Engine-drivers, &c. - 8 Divers - 1 Boatmen - 9 Platelayers - 1 Labourers, &c. - 29 78 Horses - 8 Convicts in Quarries - 471	- - The total quantity of stone deposited in the Breakwater during the past quarter is 10,256 tons; the whole of this stone has been supplied from the Breakwater quarries, and loaded by convicts. The total quantity of rough stone deposited in the Breakwater mound, and in the foundations to the three circular heads, from the commencement of the works to the end of the quarter, is 5,665,494 tons. The last portions of the temporary staging used in the erection of the circular head, substructure of fort, and jetty at the north end of the Breakwater, are in course of removal. The erection of the new jetty near the Breakwater dépôt for the use of boats from Her Majesty's ships in the harbour has now been completed. During the past quarter, 4,576 tons of Portland stone have been quarried and squared by the convicts, and sent to Her Majesty's Dockyard Extension Works at Chatham and Portsmouth, and to the Royal Marine Barracks at the latter place; 9,466 cubic feet of timber, and nine tons of iron work from the Breakwater staging, have been forwarded to the Dockyard Extension Works at Chatham. Since the commencement of the quarter, 1,213 tons of heavy blocks of stone have been conveyed from the Breakwater quarries and deposited along the beach at Preston, on the north shore of the bay. The works generally have been maintained and kept in good order.

Portland, July 1868.

Jno. Coode, Engineer in Chief.

HARBOUR OF REFUGE AND BREAKWATER AT PORTLAND.

STATEMENT of EXPENDITURE and Number of MEN EMPLOYED during the Quarter ending 30th September 1868.

1. DESCRIPTION of WORK.	2. Date of Commencing the Work.	3. Date when the Work should be Completed.	4. Amount of Estimate.	5. Amount Authorised for the Year.
Formation of an inner and outer Breakwater, terminating at 8,500 feet from the shore, and sheltering 2,130 acres of Portland Bay, with adjunct works.	- - Railways and preliminary works commenced 11th August 1847.	- - General contracts terminated 31st December 1865.	£. 1,007,000 2,150 1,350 2,000 £. 1,012,500	£. 6,500 2,000 8,500
Construction of timber jetty for protection of boats belonging to Her Majesty's ships.	Breakwater commenced 11th December 1849.	Works continued since December 1865 by separate contracts for supply of materials and labour.	For construction of Breakwaters, circular heads, and works for coaling and watering establishment, &c. 1,007,000 Permanent buildings, reservoirs, &c. 2,150 Jetty for protection of boats belonging to Her Majesty's ships 1,350 Protection of property on north side of bay 2,000	£. 4,700 1,800 - - £. 8,500
Protection of property on north side of bay.				
Maintenance of works generally.				
6. Amount Expended during the Quarter.	7. Amount Expended from Commencement, including the present Quarter.	8. Average Number of Workmen, &c. Employed.	9. REMARKS.	
£. 2,439 Less, cost of works for War Department, and block stone supplied to Her Majesty's Dockyard Extension Works, &c. - 1,534 NET EXPENDITURE on Harbour Works - £. 905	£. 1,148,000 Less, proportionate cost of works for Naval and War Departments, block stone, &c., supplied to Her Majesty's Dockyards, &c., and value of land transferred to War Department and Commissioners of Her Majesty's Woods, &c. &c. - 137,119 NET EXPENDITURE on Harbour Works - £. 1,010,881	No. Foremen - 4 Weighers - 1 Breaksmen - 20 Quarrymen - - Masons and Stonecutters - 1 Sawyers - - Carpenters - 4 Smiths - 1 Fitters, Engine-drivers, &c. - 8 Divers - 1 Boatmen - 8 Platelayers - 1 Labourers, &c. - 34 83 Horses - 8 Convicts in Quarries - 439	- - The total quantity of stone deposited during the past quarter has been 6,667 tons. The total quantity deposited in the Breakwater mound and foundations of the three circular heads from the commencement of the works to the end of the quarter, has been 5,672,161 tons. The erection of the timber framing forming the superstructure of the Jetty, for the use of the War Department at the North Head Fort, is in a forward state, and about one-third of the retaining wall on the west side of the Breakwater at the junction with the North Head, has been erected. During the past quarter 4,159 tons of Portland stone have been quarried and squared by the convicts, and shipped for use at the Dockyard Extension Works at Chatham and Portsmouth, and at the Royal Marine Barracks at Plymouth. The Breakwater steam-tug has performed extensive services for the War Department in connection with the operations at the North Head Fort.	

Portland, October 1868.

Jno. Coode, Engineer in Chief.

HARBOUR OF REFUGE AND BREAKWATER AT PORTLAND.

STATEMENT of EXPENDITURE and Number of MEN EMPLOYED during the Quarter ending 31st December 1868.

1. DESCRIPTION of WORK.	2. Date of Commencing the Work.	3. Date when the Work should be Completed.	4. Amount of Estimate.	5. Amount Authorised for the Year.
Formation of an inner and outer Breakwater, terminating at 8,500 feet from the shore, and sheltering 2,130 acres of Portland Bay, with adjunct works.	-- Railways and preliminary works commenced 11th August 1847.	-- General contracts terminated 31st December 1865.	£. 1,007,000 2,150 1,350 2,000 £. 1,012,500	£. £. 6,500 2,000 £. 8,500
Construction of timber jetty for protection of boats belonging to Her Majesty's ships.	Breakwater commenced 11th December 1849.	Works continued since December 1865 by separate contracts for supply of materials and labour.	For construction of Breakwaters, circular heads, and works for coaling and watering establishment, &c.	£. 4,700 1,800
Protection of property on north side of bay.			Permanent buildings, reservoirs, &c.	-
Maintenance of works generally.			Jetty for protection of boats belonging to Her Majesty's ships	-
			Protection of property on north side of bay -	-
				Breakwater works
				Maintenance of ditto
				Protection of property on north side of bay -
				£. 8,500

6. Amount Expended during the Quarter.	7. Amount Expended from Commencement, including the present Quarter.	8. Average Number of Workmen, &c. Employed.	9. REMARKS.
£. 2,008 546 £. 1,462	£. 1,150,008 1,300 137,666 £. 1,011,042	No. Foremen - 4 Weighers - 1 Breaksmen - 20 Quarrymen - - Masons and Stone-cutters - 1 Sawyers - - Carpenters - 4 Smiths - 1 Fitters, Engine-drivers, &c. - 7 Divers - 1 Boatmen - 8 Platelayers - 1 Labourers, &c. - 24 Horses - 9 Convicts in Quarries - 461	-- The total quantity of rough stone deposited during the past quarter is 3,556 tons. The total quantity deposited in the Breakwater mound and foundations of the three circular heads from the commencement of the works to the end of the quarter, has been 5,675,717 tons. The erection of the timber framing forming the superstructure of the jetty, for the use of the War Department at the North Head Fort, has been completed, with the exception only of the low-water landing; the retaining wall on the west side of the Breakwater at the junction with the North Head has been completed, with the exception of a small portion of the coping and the return at the inner end. About 120 feet lineal of the low-water course of the harbour wall of the inner Breakwater, and 85 lineal feet of the upper courses, including the coping, have been set during the quarter; and about 1,000 lineal feet of the staging have been removed from the inner Breakwater and stacked in the dépôt. During the past quarter 2,734 tons of Portland stone have been quarried and squared by the convicts, and shipped for use at the Dockyard Extension Works at Chatham and Portsmouth, and Royal Marine Barracks at Plymouth.
Expenditure during quarter	Contract works, Convict Department, land, stock, plant, permanent buildings, miscellaneous disbursements, and works for Naval and War Departments, &c.		
Less, cost of stone supplied to Her Majesty's Dockyard Extension Works, &c.	Less, expenditure on maintenance of Breakwater works		
NET EXPENDITURE on Harbour Works	Less, cost of works for Naval and War Departments, block stone, &c., supplied to Her Majesty's Dockyards, &c. and land transferred, &c.		
	NET EXPENDITURE on Construction of Harbour Works		

Portland, January 1869.

Jno. Coode, Engineer in Chief.

HARBOUR OF REFUGE AND BREAKWATER AT PORTLAND.

STATEMENT of EXPENDITURE and Number of MEN EMPLOYED during the Quarter ending 31st March 1869.

[illegible]

6.	7.	8.	9.
Amount Expended during the Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, &c. Employed.	REMARKS.
£. 4,357 1,778 £. 2,579	£. 1,154,565 1,800 139,443 £. 1,013,122	No. Foremen - - 5 Weighers - - 1 Breaksmen - - 20 Quarrymen - - - Masons and Stone-cutters - - 3 Sawyers - - - Carpenters - - 3 Smiths - - - 1 Fitters, Engine-drivers, &c. - 7 Divers - - - 1 Boatmen - - - 7 Platelayers - - 1 Labourers, &c. - 31 Horses - - - 8 Convicts in Quarries - - 500	-- The total quantity of rough stone deposited during the past quarter has been 5,529 tons. The total quantity deposited in the Breakwater mound and foundations of the three circular heads, from the commencement of the works to the end of the quarter, has been 5,681,246 tons. The removal of the staging of the inner Breakwater has been completed, with the exception of a small portion near the shore, which has been retained for the purpose of maintaining a connection between the dépôt and the railway on the high level. The Harbour wall of the inner Breakwater has been completed during the past quarter. The low-water landing, and the retaining wall on the west side of the outer Breakwater, at the junction with the North Head, have also been completed within the quarter just ended. The creosoted timber for the three additional coaling stages has been delivered on the ground, and the piles and a portion of the superstructure for one of these stages have been put in place. The new boiler-house at the Chene Pumping Station has been completed. During the past quarter 3,092 tons of Portland stone have been quarried and squared by the convicts in the Breakwater quarries, and shipped for use at the Dockyard Extension Works at Chatham and Portsmouth, and at the Royal Marine Barracks at Plymouth.

Portland, April 1869.

Jno. Coode, Engineer in Chief.

4.—HOLYHEAD HARBOUR OF REFUGE.

33, Great George-street, Westminster,
12 October 1868.

Sir,
I BEG to forward, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ended 30th June last, showing the progress of the works under my charge at Holyhead.

The Assistant Secretary,
Harbour Department, Board of Trade.

Yours, &c.
(signed) John Hawkshaw.

HOLYHEAD HARBOUR OF REFUGE.

STATEMENT of EXPENDITURE, and of WORKMEN, PLANT, &c., employed during the Quarter ending 30th June 1868.

GENERAL DESCRIPTION OF WORK.	DATES OF CONTRACT.	Dates at which the Work should be Completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c., Daily employed.	GENERAL REMARKS.
The construction of two Breakwaters for the inclosure and shelter of 820 acres of deep water in the West Bay of Holyhead, according to the design of 1845; for a Refuge Harbour and Packet Station; also, for Railways to the quarries and round the harbour.	1st Contract. For the construction of Railways to the quarries, and for sea walls; 24th December 1847. 2nd Contract. For quarrying, conveying stone, and depositing same in two Breakwaters; also for the construction of a Packet Pier; 16th August 1848.	24 June 1849, at which time the Railways were finished. 10 August 1855.	£. For two Breakwaters and Packet Pier, as originally intended - 608,063 For extension of Northern Breakwater, to shelter Holyhead Roadstead - 800,000	£. £ 2,057, for permanent works, exclusive of salaries and miscellaneous disbursements.	For Railways and Sea Walls - 92,013 For Breakwater Works, formation of Beaching Ground, Engineers' Offices and Residences, Wooden Pier and Extension, work for Postal Accommodation - 1,198,977	Foremen - 2 Miners and Quarrymen - 6 Fillers - 3 Labourers, &c. - 26 Masons and Stonecutters - 16 Carpenters - 8 Sawyers - 2 Smiths - 3 Engine Drivers, Fitters, &c. - 10 Platelayers - 2 Breaksmen - 2 Weighers - 1 Boatmen - 4 Drivers - 4 Watchmen - 1 Boys - 6 Locomotive Engines - 6 Wagons - 79 Horses - 2 Cranes - 1 Steam Boat - 1 Steam Cranes - 1 Stationary Engines - 3 Stone Trucks - 10 Diving Apparatus - 8 Boats - 4 Travelling Frames - 3 Travelling Cranes - 10	In the past quarter, 286 tons of stone have been deposited in the North Breakwater; and 9,947 tons in the year ending 30th June 1868. A length of 6,940 feet of superstructure is now built to its full height, and a further length of 184 feet is built above the level of high-water spring tides; the damage done by the gales in February last to the unfinished part of the work is nearly restored. The Inner or Harbour Wall is built to its full height for a length of 4,720 feet, and a further length of 100 feet is ready to receive the coping. In the Head of the North Breakwater, 90,357 cube feet of masonry has been set below low water, and 137,002 above low-water. The contractor's staging and machinery destroyed by the gales has been restored, and it is expected that considerable progress will be made with the head of the North Breakwater in the course of the ensuing quarter. The number of vessels that have sought the shelter of the New Harbour during the past quarter is 620; and in the year ending 30th June 1868, 2,722.	
The construction of a Landing Pier for Packets within the harbour, as subsequently designed.	3rd Contract. For extension of North Breakwater 2,000 feet, and building 2,500 feet of its superstructure; 1st January 1855.	1 January 1859.	Increased cost of Packet Pier proposed in February 1855, over the one originally designed - 3,000		Purchase of Land, Compensation to Tenants, Law and Land Values, Costs, Rent of Quarries, Engineering and Superintendence, Miscellaneous Payments, about - 103,293			
The formation of a Beaching Ground on the south shore of the harbour, suitable for carrening.	4th Contract. For extension of North Breakwater 500 feet; 23rd April 1857.	1 January 1860.			TOTAL - £ 1,894,313			
The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the bay lying between the New and Old Harbour, and making it a safe and commodious roadstead of upwards of 370 acres of deep water. The lengthening of the North Breakwater by an additional 500 feet, which will increase the roadstead to 400 acres of deep water.	5th Contract. For altering and completing the 2,500 feet of North Breakwater under 3rd Contract, and in building a further portion of 4,024 feet; making together an aggregate length of 7,134 lineal feet; 30th November 1857.	Midsummer 1862.	For a further extension (500 feet) of Northern Breakwater - 102,000					
The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour, for the temporary accommodation of the proposed new mail packets, &c.	6th Contract. For construction of Wooden Pier, commencing near the end of the North Pier of the Old Harbour; 16th June 1858.	June 1859.	For temporary Wooden Pier - 20,000 For Wooden Pier extension, &c. - 11,000					
The extension, in a westerly direction, of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour.	7th Contract. For extension in a westerly direction, of the Wooden Pier; 23rd May 1860.	31 July 1860.	For strengthening Wooden Pier, &c. - 10,000					
The strengthening of the Wooden Pier in the Old Harbour, and for erecting a shed covering thereon.	8th Contract. For strengthening Wooden Pier; 23rd May 1862.	June 1863.	For work in Old Harbour for postal accommodation - 20,000					
The work in Old Harbour for postal accommodation.	9th Contract. For work in Old Harbour for postal accommodation; 27th January 1864.	1 July 1864.	TOTAL - £ 1,536,000					John Hawkshaw, Engineer. Geo. C. Dobson, Resident Engineer.

33, Great George-street, Westminster,
26 November 1868.

I BEG to forward, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ended 30th September last, showing the progress of the works under my charge at Holyhead.

The Assistant Secretary,
Harbour Department, Board of Trade.

Yours, &c.
(signed) *John Hawkshaw.*

HOLYHEAD HARBOUR OF REFUGE.

STATEMENT of EXPENDITURE, and of WORKMEN, PLANT, &c., employed during the Quarter ending 30th September 1868.

GENERAL DESCRIPTION OF WORK.	DATES OF CONTRACT.	Dates at which the Work should be Completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c., Daily employed.	GENERAL REMARKS.
The construction of two Breakwaters, for the purpose and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the design of 1845, for a Refuge Harbour and Packet Station; also, for Railways to the quarries and for depositing same in two Breakwaters; also for the construction of a Packet Pier; 16th August 1848.	1st Contract. For the construction of Railways to the quarries, and for sea walls; 24th December 1847. 2nd Contract. For quarrying, conveying stone, and depositing same in two Breakwaters; also for the construction of a Packet Pier; 16th August 1848.	24 June 1849, at which time the railways were finished. 16 August 1855.	£. For two Breakwaters and Packet Pier, as originally intended - 808,063 For extension of Northern Breakwater, to shelter Holyhead Roadstead - 390,000	£. £. 6,480, for permanent works, exclusive of sea-wall, and of collars and bursments.	For Railways and Sea Walls - - - 92,043 For Breakwater Works, formation of Beaches, Ground, Engineers' Offices and Residences, Wooden Pier and Extension, work for Postal Accommodation - - 1,205,457	Foremen - - 2 Miners and Quarrymen - - - Fillers - - 6 Labourers, &c. - 48 Masons and Stonecutters - - 37 Carpenters - 5 Sawyers - - 2 Smiths - - 4 Engine Drivers, Filers, &c. - 10 Platelayers - 2 Breaksmen - - Weighers - - 1 Boatmen - - 8 Drivers - - 12 Watchmen - 6 Locomotive Engines - 79 Horses - - 2 Cranes - - 1 Steam Boat - 1 Steam Cranes - 3 Stationary Engines - 3 Stone Trucks - 10 Diving Apparatus - 12 Boats - - 4 Travelling Frames - 3 Travelling Cranes - 10	Two thousand eight hundred and seventy tons of stone have been deposited in the North Breakwater during the past quarter, and 8,400 tons in the year ending 30th September 1868. A length of 6,940 feet of the superstructure of the North Breakwater is now built to its full height, and a further length of 184 feet is built above the level of high water spring tides. The Inner or Harbour Wall is built to its full height for a length of 6,700 feet, and a further length of 183 feet is ready to receive the coping. In the Head of the North Breakwater, 103,984 cubic feet of masonry has been set below low-water, and 150,727 cubic feet above low-water. The number of vessels that have sought the shelter of the New Harbour during the past quarter is 686; and in the year ending 30th September 1868, 3,927.	
The construction of a Landing Pier for Packets within the harbour, as subsequently designed.	3rd Contract. For extension of North Breakwater 2,000 feet, and building 2,500 feet of its superstructure; 1st January 1856.	1 January 1859.	Increased cost of Packet Pier proposed in February 1856, over the one originally designed - 3,000		Purchase of Land, Compensation to Tenants, &c. - - - Law and Land Valuer's Costs, Rent of Quarries, Engineering and Superintendence, Miscellaneous Payments, about - 103,843			
The formation of a Beaching Ground on the south shore of the harbour, suitable for carreening.	4th Contract. For extension of North Breakwater 500 feet; 23rd April 1857.	1 January 1860.	For a further extension (500 feet) of Northern Breakwater - - 102,000		TOTAL - - £. 1,401,343			
The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the bay lying between the end of the North Pier and the end of the Harbour, and to the rate of 1,000 acres of deep water. The lengthening of the North Breakwater by an additional 600 feet, which will increase the roadstead to 400 acres of deep water.	5th Contract. For altering and completing the 2,500 feet of North Breakwater under 3rd Contract, and in building a further portion of 400 feet; making together an aggregate length of 7,124 lineal feet; 30th November 1857.	Midsummer 1862.	Add, for reasons specified in Mr. Hawkshaw's Report of 4th June 1857 - - 171,937					
The construction of a Wooden Pier, commencing near the end of the North Pier and terminating at the end of the proposed new mail packets, &c.	6th Contract. For construction of Wooden Pier, commencing near the end of the North Pier of the Old Harbour; 10th June 1858.	June 1859.	For temporary Wooden Pier - - 20,000 For Wooden Pier extension, &c. - 11,000 For strengthening Wooden Pier, &c. - 10,000					
The extension, in a westerly direction, of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour.	7th Contract. For extension, in a westerly direction, of the Wooden Pier; 23rd May 1860.	31 July 1860.	For work in Old Harbour for postal accommodation - - 20,000					
The strengthening of the Wooden Pier in the Old Harbour, and for erecting a shed covering thereon.	8th Contract. For strengthening Wooden Pier; 23rd May 1860.	June 1863.	TOTAL - - £. 1,556,000					<i>John Hawkshaw,</i> Engineer.
The work in Old Harbour for postal accommodation.	9th Contract. For work in Old Harbour for postal accommodation; 27th January 1864.	1 July 1864.						<i>Geo. C. Dobson,</i> Resident Engineer.

33, Great George-street, Westminster,
14 April 1869.

I BEG to forward, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ended 31st March last, showing the progress of the works under my charge at Holyhead.

The Assistant Secretary,
Harbour Department, Board of Trade.

Yours, &c.
(signed) *John Hawkshaw.*

HOLYHEAD HARBOUR OF REFUGE.

STATEMENT of EXPENDITURE, and of WORKMEN, PLANT, &c., employed during the Quarter ending 31st March 1869.

GENERAL DESCRIPTION OF WORK.	DATES OF CONTRACT.	Dates at which the Work should be Completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c., Daily employed.	GENERAL REMARKS.
The construction of two Breakwaters, for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the design of Mr. Hawkshaw, also, for Railways to the quarries and round the harbour.	1st Contract. For the construction of Railways to the quarries, and for sea walls; 24th December 1847. 2nd Contract. For quarrying, conveying stone, and depositing same on two Breakwaters; also for the construction of a Packet Pier; 16th August 1855.	24 June 1849, at which time the railways were finished. 16 August 1855	£. For two Breakwaters and Packet Pier, as originally intended - 805,063 For extension of Northern Breakwater, and shelter Holyhead Roadstead - 390,000	£. £.	£.130, for permanent works, exclusive of salaries and miscellaneous disbursements.	For Railways and Sea Walls - - - 62,043 For Breakwater Works, formation of Beaching Ground, Engineers' Offices and Residences, Wood Pier, &c. - - - 1,200,969 Accommodation - - - 1,200,969	Foremen - - 2 Miners and Quarry-men - - - Fillers - - - Labourers, &c. - 84 Masons and Stone-cutters - - 10 Carpenters - - 3 Sawyers - - 2 Smiths - - 3 Engine Drivers, Fitters, &c. - 9 Platelayers - 2 Breaksmen - - Weighers - - 1 Boxmen - - 4 Drivers - - 3 Watchmen - - 1 Boys - - 9 Locomotive Engines - 1 Waggons - - 26 Horses - - 2 Cranes - - 1 Steamboat - - 1 Steam Cranes - - 3 Stationary Engines - 3 Stone Trucks - - 10 Diving Apparatus - 12 Boats - - 4 Travelling Frames - 3 Travelling Cranes - 10	In the course of the past quarter 790 tons of stone have been deposited in the North Breakwater, and 4,389 tons in the year ending 31st March 1869. A length of 6,940 feet of the superstructure of the North Breakwater is now built to its full height, and for its whole length above the level of high-water spring tides. The Inner or Harbour Wall is now built for its whole length; viz., 6,990 feet. In the head of the North Breakwater no progress has been made during the past quarter, owing to the boisterous weather and the exposed position of this part of the work. The number of vessels that have sought the shelter of the New Harbour during the past quarter is 1,023; and in the year ending 31st March 1869, 3,117. The accompanying plan shows the extent to which the Works have been carried.
The construction of a Landing Pier for Packets within the harbour, as subsequently designed.	3rd Contract. For extension of North Breakwater 2,000 feet, and building of 2,500 feet of the superstructure; 1st January 1855.	1 January 1859.	Increased cost of Packet Pier proposed in February 1856, over the one originally designed - - - 5,000 For a further extension (500 feet) of Northern Breakwater - - - 102,000	£.		Purchase of Land, Compensation to Tenants, Law and Land Valuer's Costs, Rent of Quarries, Engineering and Superintendence, Miscellaneous Payments, about - 105,078		
The formation of a Beaching Ground on the south shore of the harbour, suitable for carting.	4th Contract. For extension of North Breakwater 500 feet; 23rd April 1857.	1 January 1860.	For a further extension (500 feet) of Northern Breakwater - - - 102,000 Add, for reasons specified in Mr. Hawkshaw's Report of 4th June 1867 - - - 171,937	£.		TOTAL - - £.1,407,090		
The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the bay lying between the North and the new Breakwater, and for the purpose of rendering the safe and commodious roadstead of upwards of 370 acres of deep water. The lengthening of the North Breakwater by an additional 500 feet, which will increase the roadstead to 400 acres of deep water.	5th Contract. For altering and completing the 2,500 feet of North Breakwater under 3rd Contract, and building of 500 feet of the superstructure, together with a portion of 4,634 feet; making together a aggregate length of 7,124 lineal feet; 30th November 1857.	Midsummer 1862.	For temporary Wooden Pier - - - 20,000 For Wooden Pier extension, &c. - - 11,000 For strengthening Wooden Pier, &c. - 19,000 For work in Old Harbour for postal accommodation - - 20,000	£.		TOTAL - - £. 1,536,000		
The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour, for the temporary accommodation of the proposed new mail packets, &c.	6th Contract. For construction of Wooden Pier, commencing near the end of the North Pier of the Old Harbour; 16th June 1858.	June 1859.	For Wooden Pier extension, &c. - - 11,000 For strengthening Wooden Pier, &c. - 19,000 For work in Old Harbour for postal accommodation - - 20,000	£.				
The extension, in a westerly direction, of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour.	7th Contract. For extension, in a westerly direction, of the Wooden Pier; 23rd May 1860.	31 July 1860.	For work in Old Harbour for postal accommodation - - 20,000	£.				
The strengthening of the Wooden Pier in the Old Harbour, and for erecting a shed covering thereon.	8th Contract. For strengthening Wooden Pier; 23rd May 1860.	June 1863.	TOTAL - - £. 1,536,000	£.				<i>John Hawkshaw,</i> Engineer. <i>Geo. C. Dobson,</i> Resident Engineer.
The work in Old Harbour for postal accommodation.	9th Contract. For work in Old Harbour for postal accommodation; 27th January 1864.	1 July 1864.		£.				

PLAN
OF
HOLYHEAD NEW HARBOUR
AS NOW 1869.
IN COURSE OF EXECUTION.

JOHN HAWKSHAW, F.R.S. Engineer.

NOTE.—Soundings in Feet at Low Water Spring Tides.



QUARTERLY REPORTS of the ENGINEERS
at the HARBOURS of REFUGE at *Dover*,
Alderney, *Portland*, and *Holyhead*, for the
Year ending 31 March 1869.

(*Mr. John Bright.*)

Ordered, by The House of Commons, to be Printed,
23 April 1869.

[*Price 1 s. 2 d.*]

166.

Under 4 oz.

HARBOURS OF REFUGE.

RETURN to an Order of the Honourable The House of Commons,
dated 19 April 1869;—for,

COPY “of a LETTER from the Treasury to the Board of Trade, dated the 11th day of January 1869, calling for a REPORT on each of the HARBOURS of REFUGE and on their prospective Engagements, together with a COPY of such REPORT.”

Treasury Chambers, }
19 April 1869. }

ACTON S. AYRTON.

Mr. W. Law to the Secretary to the Board of Trade.

Sir,

Treasury Chambers, 11 January 1869.

WITH reference to your letter of the 24th ultimo, transmitting the Estimate for the year 1869-70 of the amount required on account of “Harbours of Refuge and Holyhead and Portpatrick Harbours,” I am commanded by the Lords Commissioners of Her Majesty’s Treasury to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that before approving of the same their Lordships must be furnished with a report on each harbour, and on their prospective engagements.

The Secretary, Board of Trade,
&c. &c. &c.

I am, &c.
(signed) William Law.

The Secretary to the Board of Trade to the Secretary to the Treasury.

Sir,

Board of Trade, Harbour Department,
Whitehall, S.W., 24 February 1869.

I AM directed by the Board of Trade to acknowledge your letter of the 11th ultimo, in which you inform them that the Lords Commissioners of the Treasury, before approving of the Estimates for the financial year 1869-70 of the amount required on account of the works described in the Treasury letter and in the Estimate as “Harbours of Refuge and Holyhead and Portpatrick Harbours,” desire to be furnished with a report on each harbour, and on their prospective engagements.

In reply, I am to request that you will lay before the Lords Commissioners of the Treasury the following Report.

1.—HOLYHEAD.

The works of the harbour now in course of construction at Holyhead, for which the sum of 18,538 *l.* is asked in the present Estimates, are nearly completed, and it is believed that if the weather is tolerable, and if the contractor works steadily, they may be completed in a year’s time. The portion still remaining unfinished consists of about 220 feet of one side of the end of the breakwater, as shown on the plan at the end of the Parliamentary Paper (No. 252, of Session 1868).

The contractor is paid by measurement, at the rate of so much per cubic foot of the completed work.

The first estimate was for two piers or breakwaters, with a packet pier, at a cost of - - - - -	£.	808,063
Instead of two breakwaters, as originally contemplated, the eastern one was abandoned, and the western one was extended afterwards, at a further cost of - - - - -		390,000
The following further works have been added, viz. :		
Improvement of packet pier - - - - -		3,000
A further extension of the North Breakwater, of 500 feet - - -		102,000
This sum has been nearly expended; the money yet remaining to be expended is to complete the head of the breakwater, and to make some deposit at the base of the work.		
Additional sums required, as specified in Engineer's Report to the Admiralty of 4th June 1857 - - - - -		171,937
Temporary wooden pier - - - - -		20,000
Extension of ditto - - - - -		11,000
Strengthening ditto - - - - -		10,000
Works in old harbour for postal accommodation - - - - -		20,000
	£.	1,536,000

This amount is given by the engineer in his quarterly reports contained in the Parliamentary Paper above referred to. The amount of the estimate, as given in the Civil Service Estimates for the year 1863-4; and each subsequent year, is 1,545,000 *l.* The Board of Trade are unable to account for this difference, since the larger amount was adopted by the Treasury, it is supposed, at the time of the transfer of the harbour to the Board of Trade, when the Estimates for 1863-4 were prepared.

The whole amount expended, up to 31st December 1868, on the works actually undertaken, including supervision, salaries, &c., has been 1,444,083 *l.*; and the cost of completing these works is estimated at 50,000 *l.*

So long as the works are in progress the following sums are payable annually, in addition to the 50,000 *l.* estimated as necessary to complete the work.

	£.	s.	d.
Mr. John Hawkshaw, C.E., consulting engineer - - - - -	700	-	-
Mr. Dobson, resident engineer - - - - -	500	-	-
Mr. Harebutt, measurer and accountant - - - - -	275	-	-
James Hart, foreman of masons - - - - -	163	16	-
Thomas Chislett, diver and mason - - - - -	156	-	-
John Maghee, foreman of carpenters - - - - -	91	-	-
Owen Williams, weigher - - - - -	55	18	-
J. Jones, boatman - - - - -	55	18	-
R. Parry - - - - -	50	14	-
J. Jones - - - - -	48	2	-
H. Griffiths - - - - -	48	2	-
	£.	* 2,144	10 -

To this must be added 30 *l.* per annum, which is contributed to Holyhead Schools.

The annual cost of maintaining the works when completed, including the pay of two men to inspect them, is estimated at 500 *l.* per annum, exclusive of the salary of a resident engineer, amounting to (say) 500 *l.* per annum. Besides the annual cost of maintaining the works, which may thus be estimated at 1,000 *l.*, there will be the expense of the ordinary harbour staff. Their present salaries are shown upon the accompanying lists, marked A., B., and C., and amount in the aggregate to 1,813 *l.* 16 *s.* a year. Against these annual expenses there is to be set the annual revenue arising from the harbour, amounting, for 1868, to 1,493 *l.* 11 *s.* 3 *d.* The Board of Trade are of opinion that it is

* Note.—Since the date of this letter Mr. Hawkshaw has informed the Board of Trade that he has given the necessary notice to dispense with the services of Thomas Chislett and two of the boatmen; this amount will therefore be reduced by 262 *l.* 4 *s.*

is desirable that these annual expenses, which remain as they were when the harbour was taken over from the Admiralty, should be carefully looked into; and this they propose to do so soon as the business of the office will allow them to send an officer or officers of experience and position to Holyhead for the purpose.

2.—DOVER.

The present pier, in respect of which 28,000 *l.* is asked in the present Estimates, originally formed part of a larger scheme for a harbour of refuge.

This scheme has been abandoned, and there is no intention of reviving it. The first contract was made in October 1847, for a pier 800 feet long, and the estimate was 245,000 *l.* The second contract, including the pier 800 feet long, and the extension of it to 1,800 feet, was made in November 1854, and the estimate for it was 650,000 *l.* A new contract for a further extension of 300 feet, making the pier 2,100 feet from the shore, was entered into March 1867, and the estimate for it was 75,000 *l.* These plans were all virtually settled by the Admiralty, though the last contract was executed by the Board of Trade. The total estimate for the complete work (*i. e.*, for the whole of the present pier) was 725,000 *l.*, and the total amount expended up to 31st December 1868, including supervision, salaries, &c., has been 666,530 *l.* Of the last extension of 300 feet, about 115 have been raised to an average height of 30 feet above the foundations; the full height required being 75 feet. The contract price for the completion of the work from 31st December last, is 53,000 *l.*, and it is computed that it will be finished in two years.

A list of the present staff, with their pay, is enclosed, and is marked D.; the aggregate amount is 1,633 *l.* 14 *s.*

The annual expense of maintenance, after the work has been completed, is estimated by the engineers at 1,250 *l.*, including the pay of a resident engineer. This estimate will also undergo careful revision before it is adopted by the Board of Trade.

The sums received in the year 1868 from the South Eastern, and London, Chatham, and Dover Railway Companies towards the railway expenses of the pier, which are defrayed out of the vote, amounted to 986 *l.* 3 *s.* 8 *d.*, and the amount of 44 *l.* 12 *s.* 6 *d.* was received during the same year for dues. These sums will be paid into the Exchequer as extra receipts. A question is now pending with the railway companies relative to dues which they decline to pay.

3.—ALDERNEY.

The original estimate for this harbour, with an Eastern Breakwater from Roselle Point, was 620,000 *l.*

After the completion of a portion of the Western Breakwater, the plans were changed in 1854, the amended estimate for which, with an Eastern Breakwater, from Bebette Point, was 880,000 *l.*

The Western Breakwater was still proceeded with, but in the year 1855 the plan was again altered, and an Eastern Breakwater proposed across Sage Bay, instead of from Bebette Point. The estimate for the whole works thus designed was 1,300,000 *l.*, and the contract upon which this estimate was made is that under which the works are at present being constructed; but it has been ascertained that the additional sum of 24,603 *l.* will have to be expended in excess of this estimate. The Eastern Breakwater has, however, never been commenced or contracted for, nor is it intended to take any steps with regard to it. The Western Breakwater, extending about 3,000 feet, is all but completed; no further contract is needed, and but little of the work already contracted for remains to be done. The whole work, it is expected, will be finished within the next financial year. This contract was also made by the Admiralty.

The sum remaining to be paid after the 31st December 1868 is estimated at 56,000 *l.*

The amount spent up to 31st December 1868, including supervision, salaries, &c., has been 1,269,603 *l.*, and 22,000 *l.* is asked for in the Estimates of the year 1869-70.

A list of the present staff, with their salaries, is enclosed, and is marked E., the aggregate amount of which is 2,062 *l.* 10 *s.*

When the works are finished, the annual cost of keeping them in repair, including the salary of a resident engineer and a proper staff under him for any immediate repairs that may be required, is estimated by the engineer at 3,000 *l.* This estimate will also be carefully considered by the Board of Trade before it is adopted.

At Alderney no dues are received on behalf of the public Exchequer by vessels using the large harbour; but certain dues are received by the Office of Woods in respect of their ownership of the small landing harbour, which is inside the large harbour, and is protected by it. These dues are objectionable, since they are levied, or appear to be levied, not in respect of or towards the cost of the large and expensive works which really protect the very small amount of shipping which trades at Alderney, but in respect of an old, small, and comparatively useless work inside the large harbour, and since in addition they are unequal, and prevent the natural development of the small trade of the place. Upon this subject the Board of Trade have repeatedly addressed the Treasury, but without result.

4.—SPURN POINT.

The works constructed out of Votes of Parliament for the protection of Spurn Point, since 1851, have cost about 26,500 *l.* An Estimate of 650 *l.* is asked for the year 1869-70.

The original estimate for the works, as proposed in 1851, was only 10,000 *l.*

The works were originally undertaken on the design of an eminent engineer, now deceased. As so designed they cost, under his superintendence, about 22,000 *l.*, but the results were not satisfactory.

In 1863 they were placed in the hands of the present engineer, Mr. John Coode, *c. e.*, the designs were changed, and the results have been perfectly successful at a total cost, since Mr. Coode took charge up to December 1868, of 4,578 *l.* These sums have been paid by a Vote of Parliament.

In addition the Trinity House have carried out other works for the protection of the lighthouses at Spurn, purchased by them in 1841, the expense of which has been borne by the Mercantile Marine Fund.

The amount expended on them out of the Mercantile Marine Fund between 1841 and August 1867, was 10,217 *l.* 7 *s.* 7 *d.*

In August 1867 Mr. Coode took charge of these works, as well as of the works paid for by vote; and the amount on them since that day to the present time is 344 *l.* 10 *s.* 4 *d.*

Captain Cator, *R.N.*, the acting conservator of the River Humber, in his annual report for the year ending 1868 to the Board of Trade, states that "the accumulation of sand and gravel along the whole sea face of the Spurn is almost incredible, when the slight means of obtaining such results are taken into consideration, and the high lighthouse, for which there were great fears two years ago, has now a good beach of sand and gravel in front of it."

The cost of the whole of the works at the Spurn since they were undertaken by Mr. Coode has therefore been, for the groynes, 4,578 *l.*, and for the works in front of the lighthouse 343 *l.*; together, 4,921 *l.* They are now complete, with the exception of one additional groyne, which will probably be required, and for which 250 *l.* of the vote asked for, for the year 1869-70, is intended. Of the remainder, 250 *l.* is asked for the maintenance of existing works and superintendence; and 150 *l.* is for the completion of the revetment in front of the lighthouses.

These sums are in addition to the amount to be paid to the engineer (Mr. Coode) and to Mr. Ombler, his foreman, who is resident near the lighthouse, and who watches the works and makes any immediate repairs that may become necessary. These two items may be fairly estimated at about 300 *l.* per annum.

The

The whole of the works will be completed in the course of the year, and at a probable cost of 950*l*. They will then cost but little for superintendence or maintenance.

5.—PORTPATRICK.

With regard to Portpatrick it appears needless to do more than refer to the recent correspondence between the Board of Trade and the Treasury.

A list of the staff, with their pay, is enclosed, and marked F.

6.—ST. CATHERINE'S (JERSEY).

For these works the original estimate was 700,000 *l*.; 305,000 *l*. was voted for them up to 1859, and 215,020 *l*. has been expended. They were suspended in 1856, and it is not intended to complete them, the Eastern Pier originally proposed having been abandoned. A list of the staff for superintending them is herewith enclosed, marked G., and it will be seen that the annual cost of superintendence is under 100 *l*.

A correspondence took place in November 1866 between the Board of Trade and the Home Office, relative to a proposal then made by the Lieutenant Governor of the island that the existing works of the Harbour of Refuge at St. Catherine's should be transferred to the island authorities, and the Board then stated their desire that the Home Secretary should ascertain and inform them whether the local authorities in Jersey were prepared with any scheme for making the harbour of local use, as there was no intention on the part of the Government to recommend any further vote for the completion of the harbour.

The Board of Trade not having received any reply from the island authorities, sent, on the 24th December last, a letter to the Secretary of State, requesting that he would ascertain whether the local authorities in Jersey were prepared with any scheme for making the harbour of local use. Upon the receipt of the reply from Jersey the Board of Trade will be in a condition to make a further representation to the Treasury on the subject.

In conclusion, I am to suggest that the heading of the estimate, viz. "Harbours of Refuge and Holyhead and Portpatrick Harbours," should be altered, and the heading "Harbour Works" substituted. The present heading is erroneous and misleading, since, if there is any harbour which should be called a harbour of refuge, it is Holyhead, whilst the title is not applicable to Dover at all, and of doubtful application as regards the rest. It is also desirable to omit the column headed "Total Estimates for the Work," since that heading conveys the impression that the figures given in that column represent the original estimate for the actual works upon which the money has been expended; whilst these figures, as will be seen from the above statement, are merely an aggregate of the several estimates made from time to time of the several works for the time being contemplated, many of which have been entirely altered or abandoned during the progress of the undertaking.

I have, &c.
(signed) *T. H. Farrer.*

HOLYHEAD HARBOUR.

(A.)

LIST of OFFICERS and MEN borne on the Establishment of the OLD HARBOUR.

NAMES.	OFFICE.	Salary.	Date of Entry.	Date of present Appointment.	
Hugh Thomas -	Assistant harbour-master.	60 l. per ann.	Jan. 1852	August 1865	Supervising the berthing of all vessels in the Old Harbour, attending the mail boats' arrival and departure, checking all harbour dues collected, and keeping the harbour book, docking and undocking ships, and will perform the duties of the gridiron when complete.
William Thomas	Boatman - - -	18 s. per week	Nov. 1860	-	{ Employed in the boarding boats in both harbours and roads, and keeping watch on the pier at the Old Harbour by night and day; two men always being on this duty for the safety from fire of the jetties; and watching all movements of shipping, in case of disaster or the life-boat being required.
Owen Owen -	" - - -	18 s. "	June 1862	-	
George Williams	" - - -	18 s. "	January 1866	-	
Richard Lewis -	Lightkeeper - -	21 s. per week	Oct. 1855	Nov. 1860	Employed in looking after the two lighthouses in Old Harbour, and keeps the meteorological log.
William Williams	Lamplighter - -	21 s. per week	Nov. 1858	-	Employed in lighting and cleaning all lamps on jetties and piers, and keeping them in order.
Richard Williams	Assistant dock-keeper	21 s. per week	August 1849	-	Employed at graving dock in working engine, caisson, and any other labour that is required at the graving dock.
Edward Jones -	Labourer - - -	15 s. per week	April 1864	-	{ Employed in cleaning and repairing roads round from the graving dock to jetty end, and general labouring work, which is constant in keeping a large extent of road in order.
Isaac Lewis -	" - - -	15 s. per week	August 1865	-	

(signed) C. F. Schomberg,
Rear Admiral, Harbour Master.

(B.)

LIST of OFFICERS and MEN borne on the Establishment of the NEW HARBOUR.

NAMES.	OFFICE.	Salary.	Date of Entry.	Date of present Appointment.	
Owen L. Jones -	Assistant harbour master.	72 l. per ann.	Jan. 1852	Dec. 1860	Supervising the berthing of all vessels in the new Harbour of Refuge and Outer Roads, and keeps the harbour book.
Owen Griffith -	Chief boatman -	21 s. per week	Nov. 1855	Jan. 1866	Coxswain of boarding boat, for boarding and taking the account of all vessels as they come in.
William Pritchard	Boatman - - -	18 s. per week	January 1852	-	{ Employed in the boarding boats in both harbours and roads, and keeping watch on the pier at the Old Harbour by night and day; two men being always on this duty for the safety from fire of the jetties, and watching all movements of shipping, in case of disaster or the life-boat being required.
John Thomas -	" - - -	18 s. "	August 1864	-	
William Warlow -	" - - -	18 s. "	August 1864	-	
Thomas Owen -	" - - -	18 s. "	August 1865	-	
Henry Jones -	Dustman - - -	18 s. per week	Dec. 1858	April 1864	{ To board vessels, especially steamers, to take away dirt and ashes, to prevent being thrown into the harbour. When the harbour is empty, they are employed in any way that the service requires, on roads and keeping landing-places in order.
Owen Roberts -	Dustman - - -	18 s. "	April 1864	-	
Richard Pritchard	Light keeper - -	21 s. per week	Nov. 1855	Aug. 1864	{ Employed at the lighthouse on breakwater, in charge of the light, and keeping a look-out for vessels in distress; and two men always on duty.
Hugh Hughes -	" - - -	21 s. "	June 1858	Aug. 1864	
Owen Roberts -	Assistant light keeper	18 s. "	August 1864	-	
Hugh Burnell -	" " - - -	18 s. "	Dec. 1866	-	

(signed) C. F. Schomberg,
Rear Admiral and Harbour Master.

(C.)

LIST of OFFICERS and MEN borne on the Establishment for both HARBOURS.

Names.	Office.	Salary.	Date of Entry.	Date of present Appointment.	
Charles F. Schomberg -	Queen's harbour-master.	400 <i>l.</i> per annum.	- - November 1865 - -		In charge of harbours, Government property, and superintendent of mail packets.
Hugh Williams -	Overseer of works -	120 <i>l.</i> per annum.	- - November 1868 - -		General supervision as engineer of graving dock, engine boiler, caisson, pumps and lighthouses in both harbours, and all works under the harbour master, checks and pays monthly bills, and collects rents.
Owen Pritchard -	Office messenger -	20 <i>s.</i> per week	November, 1821.	November, 1850.	Employed as office messenger; having no clerk, copies public letters, mail-packet returns, all post-office returns, and assists at the payment of the men weekly.
Henry Parry -	Carpenter -	27 <i>s.</i> per week	Not on the	establishment	Employed in repairing boats, buoys, &c., for both harbours, and general repairs of public property under the harbour-master.
Henry Amos -	Policeman -	21 <i>s.</i> per week Paid by resident engineer.	- - - -	- - - -	Employed in protecting public property in both harbours and on Government premises, and allowed 5 <i>l.</i> each per annum for clothing.
Richard Parry -	Ditto -	" -	- - - -	- - - -	

(signed) C. F. Schomberg,
Rear Admiral, Harbour Master.

(D.)

DOVER HARBOUR.—STAFF.

Name of Officer.	Title of Office.	Rate of Pay.
		<i>£. s. d.</i>
M'Clean & Stileman -	Engineers-in-chief - - - -	550 - -
Ditto - - -	Travelling expenses - - - -	100 - -
Ditto - - -	For a clerk - - - -	52 10 -
Edward Druce -	Resident engineer - - - -	650 - -
Ditto - - -	Superintendent of railway traffic - - -	* 150 - -
Ditto - - -	House rent - - - -	100 - -
(Supplied by Messrs. Lee & Sons, the contractors.)	Office-keeper and messenger, 12 <i>s.</i> per week ; annually - - - -	31 4 -
		<i>£.</i> 1,633 14 -

* Repaid to Board of Trade by the South Eastern Railway, and London, Chatham, and Dover Railway.

(E.)

ALDERNEY HARBOUR.—STAFF.

Name of Officer.	Title of Office.	Rate of Pay.
		£. s. d.
M ^c Clean and Stileman -	Engineers-in-Chief - - - - -	700 - -
Ditto - - - -	Travelling expenses - - - - -	120 - -
Ditto - - - -	For a clerk - - - - -	52 10 -
James May - - -	Resident engineer - - - - -	700 - -
Ditto - - - -	House rent - - - - -	100 - -
N. Lihon - - - -	Superintendent of stone deposits - - -	120 - -
R. J. Foord - - -	Clerk of works - - - - -	85 - -
J. Kinnersly - - -	Attendant at Weighbridge - - - - -	70 - -
Rev. William Ross - -	Incumbent of the Island, for performing Divine Service.	60 - -
Ditto - - - -	Incumbent of the Island, for Scripture reader -	20 - -
Rev. L. Dumelie - -	Roman Catholic priest - - - - -	35 - -
	£.	2,062 10 -

(F.)

PORTPATRICK HARBOUR.—STAFF.

Name of Officer.	Title of Office.	Rate of Pay.
		£. s. d.
Captain Hawes, R. N. -	Superintendent and harbour-master - - -	120 - -
James Hannay - - -	Foreman of works, 1 <i>l.</i> 10 <i>s.</i> per week, or per ann.	78 - -
William Shaw - - -	Night watchman, 15 <i>s.</i> per week, or per annum -	39 - -
James Biggs - - -	Light-keeper, 16 <i>s.</i> per week, or per annum -	41 12 -
	£.	278 12 -

(G.)

ST. CATHERINE'S, JERSEY.—STAFF.

Name of Officer.	Title of Office.	Rate of Pay.
		£. s. d.
George Gallichau - -	Superintendent of works - - - - -	40 - -
William Blampied - -	Light-keeper, 15 <i>s.</i> per week, or per annum -	39 - -
	£.	79 - -

HARBOURS OF REFUGE.

COPY of a Letter from the Treasury to the Board of Trade, dated 11 January 1869, calling for a Report on each of the Harbours of Refuge and on their prospective Engagements, together with a Copy of such Report.

(*Mr. Ayrton.*)

*Ordered, by The House of Commons, to be Printed,
19 April 1869.*

REPORT

UPON

THE HARBOURS OF HOLYHEAD,

MADE TO

THE BOARD OF TRADE

BY

C. C. TREVOR, ESQ., (ASSISTANT SECRETARY,)

AND

CAPTAIN G. A. BEDFORD, R.N. (ONE OF THE PROFESSIONAL
OFFICERS TO THE BOARD).

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

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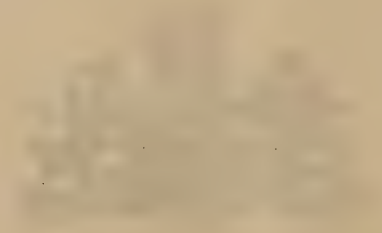
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REPORT

UPON

THE HARBOURS OF HOLYHEAD.

Board of Trade, Whitehall,
29th July 1869.

SIR, — IN accordance with the directions contained in your minute of the 11th March last (H. 1041) we have the honor to report that we have proceeded to Holyhead and instituted an inquiry into the establishment of the harbours there, and have inspected the breakwater and works thereof.

It will be convenient to divide our report into three parts,—

I. With respect to the breakwater and the works and staff in connexion therewith.

II. With respect to the staff and the establishment of the harbours.

III. With respect to dues.

I.—THE BREAKWATER AND THE WORKS AND STAFF IN CONNEXION THEREWITH.

The works of the breakwater now in course of construction at Holyhead approach completion, but partly owing to the unfavourable state of the weather we fear they will not be completed within the time mentioned in Mr. Farrer's letter to the Secretary of the Treasury of the 24th February last (Parliamentary paper No. 151 of Session 1869). In that letter it is stated that so long as the works are in progress the following annual sums are charges on the public:—

Name of Officer.	Title of Officer.	Rate of Pay per Day.	Amount received per Annum.
		£ s. d.	£ s. d.
Mr. John Hawkshaw, C.E.	Consulting Engineer	- - -	700 0 0
Mr. Dobson, C.E.	Resident Engineer	- - -	500 0 0
Mr. Hurlbutt	Measurer and Accountant	- - -	275 0 0
James Hart	Foreman of Masons	0 10 6	163 16 0
Thomas Chislett	Diver and Mason	0 10 0	156 0 0
John Maghee	Foreman of Carpenters	0 5 10	91 0 0
Owen Williams	Weigher	0 3 7	55 18 0
J. Jones	Boatman	0 3 7	55 18 0
R. Parry	Do.	0 3 3	50 14 0
J. Jones	Do.	0 3 1	48 2 0
H. Griffiths	Do.	0 3 1	48 2 0
			2,144 10 0

Mr. Hawkshaw has already, as will be seen by the Parliamentary Paper referred to, dispensed with the services of Chislett and two of the boatmen, and in addition we find that Owen Williams, weigher, has not been employed since February 1865; his name must therefore have been included in the list by inadvertence.

Mr. Dobson, the resident engineer, is 67 years of age, and occupies rent free a house and ground on the Government land. His office is in the house. He has been in charge of the works for 23 years, first under Mr. Rendel and since under Mr. Hawkshaw; before coming to Holyhead he had been employed at the works of Plymouth breakwater for seven years. His duties consist of general and continuous supervision of the works in progress; but he informed us that no important step in the construction or repair of damage was undertaken by him without communication with Mr. Hawkshaw the consulting engineer. Engineers.

Quarterly reports upon the state of the works are made to the Board of Trade, and by them annually laid before Parliament. These reports are practically compiled and made by Mr. Dobson.

We have considered whether, under the circumstances, the appointment of a consulting engineer should be continued, but having regard to the special nature of the works now in progress at the end of the pier, the necessity of a vigilant control over the contractors, and the various important questions frequently arising at Holyhead with the railway and steam packet companies and others, we are unable to recommend any alteration.

It may, however, be a question whether the works are advanced with sufficient despatch. The exposed position of the place where the men are at present employed is no doubt a source of interruption, while the unfavourable state of the weather during the early part of the present year has retarded the progress of the works; still we would submit for the serious consideration of the Board whether as much progress is made as can be made.

We would point out that ordinarily in works of this description the contractor has a great inducement to bring his contract to a speedy completion. In this case, however, this natural inducement does not exist in the same degree as in ordinary cases. Mr. Rigby, the contractor, occupies rent free a large and handsome residence and garden upon the Government land. In addition the contractor is, in terms of the specification attached to the contract of the 16th August 1848, permitted to occupy rent free "all such parts of the Crown lands at the quarry and on the shore of the harbour as may not be wanted for other purposes, but in case any portion of the land so granted should be required, the contractor must give up possession on receiving one month's notice from the resident engineer without compensation; provided, however, that no part of the machinery, mortar mills, creosote apparatus, or plant of that expensive kind be erected thereon."

We have ascertained that he even obtains a pecuniary profit by sub-letting plots of the land on the shore of the harbour as small potato gardens, &c.; and since our return from Holyhead we have been furnished with full particulars and details, from which it appears that several of these sub-lessees are totally unconnected either with the harbour or the work under contract. The contractor has been called upon for an explanation.

The advantages to which we have referred would probably not urge Mr. Rigby to more than very ordinary exertion towards the completion of a work in a place where he has resided for so many years, and which on completion he would have to leave. His transactions are, we heard, not entirely confined to the works on the breakwater, and some of his men are said to be not unfrequently employed in occupations not ordinarily undertaken by men in constant and regular work on land. However this may be, there is no doubt that it would be desirable that the works should be completed with as little delay as possible, as on their completion an annual charge of a considerable amount will disappear; and we would therefore recommend that Mr. Hawkshaw be instructed to insist peremptorily upon the contractor proceeding with due celerity.

Mr. William Hurlbutt is 48 years of age, and will have in November next been 20 years in his present employment. His salary was originally 175*l.* per annum; in 1857, and again in 1867 an increase of 50*l.* was made to it; he occupies rent free a house belonging to the Government, and his office is at the Government offices attached to Mr. Dobson's house.

His duties consist of keeping an account of the works in the harbour. As measurer his duty is to measure or enter the contents of each truck load or quantity of stone received by the contractor so as to credit him for it, and at certain periods (monthly or otherwise) he compares the quantity deposited in the breakwater with the stock received, so as to enable him to certify as to the sum due to the contractor. The contractor is entitled to an advance for stock received, and this advance is deducted from what is due for work completed, and the difference is paid each time that such sums are certified by the chief engineer, who doubtless depends much upon the statement of the accountant. The contractors keep independent accounts and compare them with the accountant's entries; this establishes a certain check. The accountant is assisted in the measurements by the foreman of masons and by one of the boatmen.

The duties of the measurer and accountant are doubtless not as onerous as they have been in former years, but having regard to the special knowledge which Mr. Hurlbutt has by a long experience acquired of these accounts and which no other officer at Holyhead possesses, to the approaching completion of the contract, and to the necessity of having a competent person at hand to close the contractor's accounts, we do not recommend any alteration in the accountant's position.

James Hart, foreman of masons, aged 64, has been employed at Holyhead for nearly 21 years, and lives rent free in one of the Government houses; he superintends the masons employed by the contractor, and sees that the stones are of sound and good quality, and properly fitted in the yard and set in the breakwater. To perform these

Measurer
and account-
tant.

Foreman of
masons.

latter duties Hart has now frequently to go under water, as, since the discharge of Chislett, he undertakes the diving inspections. He appeared to be an intelligent man.

John Maghee, foreman of carpenters, 49 years of age, will have been at Holyhead 11 years next August. His duties consisted in superintending the carpenters employed by the contractor either in the new or old harbour. This description of work for the harbour has, however, diminished, and we are of opinion there is no longer any necessity for such a superintendent; we would, therefore, recommend that Mr. Hawkshaw, unless he sees good reason to the contrary, be requested to give the necessary notice to dispense with Maghee's services. Mr. Williams, the overseer of works connected with the harbours, and who has already charge of the graving dock, will, we think, be fully competent to superintend any carpenters that may be required in either of the harbours.

Foreman of
carpenters.

Jones and Parry, aged respectively 60 and 51, are boatmen, and have been employed for nine years. They are entirely at the disposal of the engineer, who has often to be afloat at the head of the breakwater taking soundings over the deposited work. Parry takes daily a register of the tide, and when not otherwise employed acts as a messenger to the engineer's office, which is nearly a mile distant from the town and packet pier.

Boatmen.

Should the recommendation we have made be adopted, instead of the amount given in the Parliamentary Paper before alluded to, the following would be the annual charge for the present during the progress of the works:—

Name of Officer.	Title of Office.	Rate of Pay.
		£ s. d.
Mr. John Hawkshaw, C.E. - - -	Consulting Engineer - - -	700 0 0
Mr. George Clarisse Dobson, C.E. -	Resident Engineer - - -	500 0 0
Mr William Hurlbutt - - -	Measurer and Accountant - -	275 0 0
James Hart - - -	Foreman of Masons, and Diver.	163 16 0
J. Jones - - -	Boatman - - -	55 18 0
R. Parry - - -	Boatman - - -	50 14 0
		1,745 8 0

II.—THE STAFF AND ESTABLISHMENT OF THE HARBOURS.

The staff and establishment employed in the harbours at Holyhead is enumerated in the table appended and marked A, in which is shown the name, age, occupation, and rate of pay and date of appointment of each person employed.

Rear-Admiral Schomberg, the Queen's harbour master, has charge of the harbours and Government property, is at the head of and controls the entire staff, makes reports upon all matters connected with the harbour direct to the Board of Trade, and conducts all the harbour correspondence with that department. He is also superintendent of mail packets, and in addition, has recently, in pursuance of the 12th section of "The Merchant Shipping Act, 1867" (30 & 31 Vict. c. 124.), been sworn in a justice of the peace on harbour matters. He resides in a small house with the somewhat high sounding name of "Admiralty House," close to the harbour offices. He is a most efficient and able officer, firm yet conciliatory; and we cannot refrain from congratulating the Board upon having been able to secure and retain the services of a gentleman of so much tact, energy, and zeal.

Harbour
master.

Owen Jones and Hugh Thomas, the two men who act as "assistant harbour masters," are employed, the former entirely in the new harbour or harbour of refuge, and the latter in the old harbour.

Assistant
harbour
masters.

Jones superintends and personally attends to the berthing of all vessels in the harbour of refuge and outer roads, the safety of the vessels in the outer roads in bad weather depending on the mode in which they are berthed. The harbour master reports (H. 252) "The result of last year has been satisfactory, we have had no accident or loss, although for months we have had from 150 to 250 vessels constantly in the new harbour and roads, and at times shifting 50 vessels on a tide, they having run into the refuge at night."

Jones also keeps the harbour book, in which are entered all the particulars of each vessel that enters the harbour of refuge.

Thomas, who is a smart and efficient officer, superintends the berthing of all vessels in the old harbour, many of which come in leaky or in distress; supervises the berthing and attends the arrival and departure of the mail boats; sees to the berthing of the London and North-western Railway Company's boats, and the general trade of the port; keeps the harbour book in which are entered the particulars of each vessel that enters the old harbour; checks the harbour dues collected; superintends the docking and undocking of vessels and placing them on the new gridiron which is now completed and ready for use.

We have carefully considered whether it would have been possible to have dispensed with one of these officers, but the large extent over which Jones' duties are performed, and the multifarious nature of Thomas' duties, render it unadvisable, having regard to the efficient performance of those duties in all weathers, to deprive the harbours of the services of either of these men. At the same time we think it unadvisable that both these men should be called "assistant harbour master," and we would recommend that while one should retain his present title, the other should for the future be denominated "Dock and Quay master." We do not think that the salaries of either should be increased.

Both these men have had Government houses, or rather cottages, assigned to them. Jones lives in his, but we find that Thomas, who is not married, underlets his to another harbour servant for 1s. 6d. per week; of such a practice we disapprove; in our opinion the boon of free lodging is a personal one, and if the man upon whom this benefit has been conferred by the harbour master is unwilling personally to enjoy it, he should give way to those other harbour servants of the Board of Trade (of whom there are several) who have at present to find their own lodging, and to whom, on the selection of the harbour master, this small addition to their pay would be most welcome.

Overseer of works. Hugh Williams is charged with the general supervision, as engineer, of the graving dock, engine boiler, caisson, fire-engine, pumps and lighthouses in both harbours, and of all works under the harbour master. He checks and pays the monthly bills, collects rents, the vouchers being sent to the Financial department of the Board. He also has charge of the roads round the old harbour, which, in pursuance of the twenty-seventh clause of the 4th Geo. 4. cap. 74. is vested in, and has to be kept in repair by, the Board of Trade, who are now in the place of the original Harbour Commissioners. This burden was laid upon the Commissioners at a period (1823) when there was little or no traffic independent of their own, but the increase of population and the spread of railway enterprise have entirely altered the circumstances; and while on the one hand there may be still some good reason for imposing on the harbour authorities the burden of the maintenance of the road round the Turkey shore (inasmuch as, with the exception of a few houses at the upper end of the inner harbour, it at present leads only to the graving dock and Parry's Island), on the other hand, the road on the town side of the harbour is and is used as an important public communication; both it and the road round Pelham Quay is now very largely used for the traffic of the London and North-western Railway Company, and we would recommend that no opportunity should be lost of arranging with the railway company that the repairs of the roads should be transferred, if not exclusively, at least mainly to them, or to the Local Board, who would assess the railway company in respect of them. A proposal to this effect has been already (H 1,637) made by the Board of Trade to the company, which—as might have been perhaps expected—has been declined, but it will probably not be long before an occasion arises when the company may desire from the Board some further accommodation, when the proposal may be renewed with a greater chance of success.

It is inconsistent with the existing state of things that the Government should continue to be held responsible for the maintenance of all these roads, but we presume that an Act of Parliament will be necessary for the alteration.

Williams lives rent free in a Government cottage on the graving dock side of the old harbour. His father, whom he succeeded, and he have occupied it for the last 40 years. He has, at our request, supplied us with a table, appended to this Report and marked B, showing the officers and men on the harbour establishment residing in Government houses, the time they have so resided, and the rateable value of the houses.

Assistant dock keeper. Richard Williams (no relation of the last-named Williams) is employed at the graving dock in working the engine or caisson, and in any other way that is required in the graving dock. He is at present the sub-lessee under Thomas of one of the Government cottages at 1s. 6d. per week, to which allusion has before been made.

Richard Lewis, formerly a sailor, is employed in looking after the lighthouse in the old harbour, the large standard light at the end of the great eastern pier, and two Pharos lamps on the eastern jetty in the old harbour, all of which are lighted with ordinary gas jets; from the lighthouse only one Argand gas light is now exhibited. He also keeps the meteorological log. On first joining the harbour establishment in 1855 he was one of the boatmen, and in 1860 commenced his present employment. At that time a light was exhibited from the lantern of the old pierhead lighthouse, but since August 1864 (when the light at the head of the breakwater was substituted for the light-ship off it) it has been discontinued, and Lewis' duties are proportionately reduced. He, too, has lodgings rent free.

Light-keepers, &c.

William Williams (a brother of the under dock-keeper) has been hitherto employed as a lamplighter, and has a Government cottage. On inquiry, we found his duties consisted of lighting and cleaning 35 ordinary gas lamps, and we have little hesitation in recommending that these duties and those of Richard Lewis should be performed by the same person. Lewis will probably be quite willing to undertake the combined work, and, if not, there will be no difficulty in finding a competent person for the post.

Lamplighter.

Richard Pritchard and Owen Roberts are employed as light-keepers, and Hugh Hughes and Hugh Burnell as assistant light-keepers, at the end of the breakwater in the new harbour of refuge. The light is catoptric, or by reflectors, and is exhibited from a mast on which it is hoisted and lowered by machinery requiring the aid of two men. In consequence of its exposure to extinction during heavy storms a spare lantern is kept ready on a smaller staff near to the main light. The employment of four men for this duty is, we think, essential. They have charge of the light, and act as signal-men. In fog they beat a gong, and generally keep a continuous look-out for vessels in distress. Two of them, one keeper and one assistant, are always on duty, day and night. The junior assistant keeper has been but a short time (less than three years) in the service, and it might be worthy of consideration, if the services of the lamplighter be, as we have recommended, dispensed with, whether William Williams, who has been 11 years in the harbour employment, and is well spoken of by the harbour master, may not be offered the option of undertaking the duties of assistant light-keeper, instead of retaining the man who has joined latest, and who would, in that case, have to leave. In this event, however, Williams ought only to receive 18s. a week.

Light-keepers and assistant light-keepers.

Two labourers are also under the overseer of works; they are employed in cleaning and repairing the roads from the graving dock round to the end of the eastern jetty (which are about $1\frac{1}{2}$ miles in length and 50 feet broad), and the quays facing the harbour, and also in general labouring work, which is pretty constant throughout the year.

Labourers.

The annual expense of the repair of the roads is as follows (H. 853):—

	£	s.	d.
2 men's wages, each 15s. per week	78	0	0
Stones and materials, 200 yards	37	0	0
Cartage	20	0	0
	<u>£135</u>	<u>0</u>	<u>0</u>

Owen Griffith, the chief boatman, is the coxswain of the boarding boat, the crew of which board and take account of all vessels as they come in.

Boatmen and dustmen.

William Pritchard, William Thomas, Owen Owen, John Thomas, William Warlow, Thomas Owen, and George Williams are boatmen. Several of them were employed in the Morecombe Bay light-vessel or the Breakwater light-vessel before they joined the harbour service. They are employed in boarding boats in both the old and new harbours and in the outer roads, and are expected to be ready for any service afloat that the harbour master or his assistant may at any time require. Two are always on watch, both night and day, on the pier at the old harbour, in case of fire to the jetties or of accident, and for the purpose of watching the movements of the shipping in the anchorage and harbours, and of giving warning in case of the life-boat being required.

Henry Jones and Owen Roberts were appointed, at the request of the late harbour master, Captain Priest, R.N., as "dustmen" to board vessels, particularly steamers, arriving in the new harbour, and take away their dust and ashes, in order to prevent such refuse being thrown into, and so deteriorating, the harbour. When the harbour is empty they are employed on the roads, keeping landing places in order, &c., or in any way that the service requires.

On considering the duties performed by these 10 men we are of opinion that the services of the two dustmen can be dispensed with. The boatmen will, we think, be

able to undertake their duties, and also will be able to attend to the cleaning of the gridiron. This latter work, which is dirty, is in docks and harbours generally considered as extra work; and, having had an opportunity of consulting Admiral Schomberg, we would recommend that the "cleaning" money charged to the ships that use the gridiron should be distributed, as the harbour master shall direct, among the boatmen employed in cleaning the gridiron and doing the work hitherto performed by the dustmen.

We would take this opportunity of bearing testimony to the creditable condition into which, mainly by the personal exertions of Admiral Schomberg, the Government roads, walks, &c. have been brought, and in which they now are. Captain Bedford was much struck with the favourable change that had taken place in this respect since his last visit to Holyhead; and there is no doubt that the presence and daily oversight of a conscientious chief is not only of importance in attaining that degree of neatness and order which in itself is always desirable, but is also an incentive to his subordinates to do their best on all occasions.

While recommending the discontinuance of the dustmen, who are partially employed in keeping the landing-places, roads, &c. in order, we are far from wishing to check those laudable exertions of the harbour master to which we have alluded, and if additional temporary labour for the purpose is required it would not be difficult for the harbour master, with the sanction of the Board of Trade, to obtain it.

Owen Pritchard, the office messenger, has charge of and lives in the harbour office; he has been successively boatman, quartermaster, and in 1850 became messenger, and has been nearly 48 years in the service. He acts as the harbour master's clerk, copies official letters and minutes, mail packet and other post office returns, and assists at the weekly payment of the men.

Henry Amos and Richard Parry have both acted as constables or policemen for about 17 years. They were originally appointed when the construction of the breakwater had brought to Holyhead a great concourse of labourers, and probably in pursuance of the 51st section of the 4th Geo. 4. cap. 74., which empowered the Harbour Commissioners to appoint their own constables.

They have, up to a very recent period, been borne on the staff of, and paid by, the engineer; but the number of the men employed on the works being so small they have been transferred from the "construction" account to the "maintenance" account. They each have been allowed 5*l.* per annum for clothing.

We were not impressed with either the smartness or the efficient appearance of these men; they reminded us more of beadles than of constables; and it is doubtful whether the services of *two* constables are requisite. We are inclined to think that one would be sufficient.

It had occurred to us whether it would not have been desirable to obtain the services of the county police for the protection of the Government property, and to adopt a similar course to that taken of late years in the Naval Dockyards by the employment therein of the metropolitan, instead of special dockyard, police. The expenses of such a course would exceed what is paid for the men now employed, for we have ascertained that the annual charge for the attendance of the Metropolitan Police at dockyards is as follows:—

	£	s.	d.
Inspector - - - - -	137	16	0
Serjeant - - - - -	80	17	7
Constable - - - - -	71	4	8

these sums being a commuted rate per man for pay, clothing, and all other charges. We have no means of knowing what charge or rate for police service would be made by the county of Anglesea, but we cannot but feel that the duty would be more effectually performed by the county than it is at present. It should, however, be distinctly understood that whatever course is taken any police coming on the Government premises becomes *ipso facto* under the control of the harbour master, and must obey his orders.

Henry Parry is employed as a carpenter. Some time since he was discharged, but it being found that the services of a carpenter were indispensable he was necessarily re-engaged, but at higher wages. He is, however, not now on the establishment. His time was stated to be fully occupied in the necessary repairs to boats, buoys, &c., for both harbours, and in the general repairs of the public property.

It appears to be not absolutely necessary to continue a separate staff for each harbour, as the labour of the majority of the men is common to both. The staff in one was probably kept distinct from that in the other for financial purposes, in order that when

the harbour of refuge was first established the account should be kept separate. The revised staff would, if the recommendations we have made be adopted, be as follows :—

	Title of Officer.	Salary.		
		Per Week.	Per Annum.	
		£ s. d.	£ s. d.	
1	Harbour Master - - - - -	- - -	400	0 0
1	Overseer of Works - - - - -	- - -	120	0 0
1	Assistant Harbour Master - - - - -	- - -	72	0 0
1	Dock and Quay Master - - - - -	- - -	60	0 0
1	Assistant Dock-keeper - - - - -	1 1 0	54	12 0
1	Light keeper (old harbour) - - - - -	1 1 0	54	12 0
2	Light keepers (new harbour) (each) - - - - -	1 1 0	109	4 0
2	Assist. do. do. - - - - - (each)	0 18 0	93	12 0
1	Chief Boatman - - - - -	1 1 0	54	12 0
7	Boatmen - - - - - (each)	0 18 0	327	12 0
2	Labourers - - - - - (each)	0 15 0	78	0 0
1	Messenger and Office Keeper - - - - -	1 0 0	52	0 0
1	Policeman - - - - -	1 1 0	54	12 0
1	Carpenter - - - - -	1 7 0	70	4 0
		£	1,601	0 0

III.—THE DUES.

The dues at present levied in the Old and New Harbours respectively, and the rates chargeable for the use of the graving or dry dock, and for the use of the gridiron, are given in Table C. Dues.

The amount of dues, rates, &c. received during the last six years have been furnished to us by the Financial department. They are as follows :—

HARBOUR DUES AND RENTS RECEIVED.

	£	s.	d.
1863-4 - - - - -	1,134	0	3
1864-5 - - - - -	1,159	6	10
1865-6 - - - - -	1,171	17	4
1866-7 - - - - -	1,243	13	4
1867-8 - - - - -	1,286	8	6
1868-9 - - - - -	1,503	12	10

From this it will be seen that there has been a steady increase in the amount derived from dues, and if the statement be correct, that the London and North-western Railway Company are about to open a trade between Holyhead and Greenore, in Carlingford Lough, it is probable that this increase will not diminish.

The sudden increase in the year 1868-9 is accounted for by a large vessel of 1,175 tons burden having remained 100 days in the graving or dry dock, her dock dues having amounted to upwards of 250*l*.

In addition to the vessels paying dues a large number come into the harbour of refuge for shelter. Table D., attached to this Report, shows the tonnage of home and foreign vessels which entered the harbour of refuge in each month of the year 1868, amounting in all to 391,088 tons. There appears to be no sufficient reason why, on principle, a charge should not be made upon vessels seeking shelter in such a harbour as Holyhead as well as upon vessels using and deriving benefit from the quays or other conveniences there, the benefit conferred being often as great, if not greater, in the case of a vessel who comes in to save herself and cargo from loss or wear and tear as in the case of one who comes to send her cargo to market.

Taking the tonnage of the vessels annually seeking shelter at 400,000, a rate of one farthing per ton would give an annual income of 415*l*., and a rate of one halfpenny per ton 830*l*.; and provided such a toll could be properly collected, we are of opinion that there could be no good reason why powers should not be obtained to make such a charge legal. We are not, however, insensible to some of the obstacles to the collection

of the proposed due, and we are not prepared to recommend the money being collected afloat. The harbour master has told us that he could not undertake such a duty, but we are inclined to think that the Collector of Customs who already collects and receives a monthly per-centage upon other dues chargeable in the harbours, might be able, if armed with full legal powers, to collect a due upon vessels seeking shelter. The per-centage now given to the collector of customs for collecting the present dues is 5 $\frac{1}{2}$ per cent., and this would, we think, be a sufficient remuneration for the collection of the dues in question.

We would submit the subject to the consideration of the Board of Trade, and would add that the watch-house in the new harbour on the west side of Salt Island, is convenient, and could be easily used as a place, for the receipt of dues.

It remains for us to state that the wooden buildings which were erected some years ago for the convenience of passengers by the railway and steam packets, have never been used for the purpose for which they were built. They are at present empty, and on account of the inflammable nature of the materials of which they are composed are, we hear, a source of anxiety to Mr. Hawkshaw. We would recommend that a communication should be made to the steam packet company in order to ascertain whether they desire the buildings to remain, and if not, the materials could no doubt be put to good use elsewhere.

Summary of
recommen-
dations.

We have, then, in the foregoing Report recommended the following reduction in the staff under the harbour master :—

			Per annum.		
(1.)	One lamplighter	-	-	£54	12 0
(2.)	Two dustmen	-	-	93	12 0
(3.)	One policeman	-	-	54	12 0

and the following reduction in the staff employed by the engineer :—

(4.)	Foreman of carpenters	-	-	91	0 0
------	-----------------------	---	---	----	-----

Total proposed annual saving	-	£293	16	0
------------------------------	---	------	----	---

And we have submitted for consideration a proposal to obtain powers for levying a charge upon vessels seeking shelter in the new harbour.

We also recommend that in future the staff in the two Harbours should not be separated in the Annual Estimates.

Conclusion.

In conclusion we would point out the necessity of an alteration in the statement in the estimate annually taken in the Civil Service estimates. For many years there has been no "gas maker," though such a person is named in the estimates for 1869-70. He has been replaced by (we presume) the lamplighter, whom we have stated to be now no longer necessary. In future years there would appear to be no good reasons for separating in the estimates the staff of the two harbours, and the list of such staff may next year be given in accordance with the decision at which the Board of Trade, after considering this Report, may please to arrive.

We have the honour to be,

Sir,

Your obedient Servants,

C. CECIL TREVOR.

GEO. AUGUSTUS BEDFORD.

The Right Honourable

John Bright, M.P.,

&c. &c.

President of the Board of Trade.

TABLE A.

List of OFFICERS, SERVANTS, LABOURERS, &c. at present borne on the ESTABLISHMENT of the HARBOURS of HOLYHEAD.

Name.	Age.	Occupation.	—	Salary.		Date of Entry.	Date of present Appointment.
				Per Week.	Per Annum.		
(A.) OLD AND NEW HARBOURS.							
Charles F. Schomburg, Retired Rear-Admiral.	55	Queen's Harbour Master	-	Residence	£ —	£ 400 0	November 1865.
Hugh Williams	42	Overseer of Works	-	"	—	120 0	November 1858.
Owen Pritchard	66	Office Messenger	-	"	1 0	52 0	November 1821 - November 1850.
Henry Parry	42	Carpenter	-	"	1 7	70 4	Not on establishment.
Henry Amos	51	Policeman	-	Clothing and residence	1 1	54 12	{ Recently transferred from the engineer's staff. Have been hitherto allowed 5l. each per annum for clothing.
Richard Parry	48	"	-	Clothing -	1 1	54 12	
(B.) NEW HARBOUR.							
Owen L. Jones	52	Assistant Harbour Master	-	Residence	—	72 0	January 1852 - December 1860.
Owen Griffith	38	Chief Boatman	-	"	1 1	54 12	November 1855 - January 1866.
William Pritchard	61	Boatman	-	"	0 18	46 16	January 1852.
John Thomas	36	"	-	"	0 18	46 16	August 1864.
William Warlow	34	"	-	"	0 18	46 16	August 1864.
Thomas Owen	41	"	-	"	0 18	46 16	August 1865.
Henry Jones	45	Dustman	-	"	0 18	46 16	December 1858 - April 1864.
Owen Roberts	32	"	-	"	0 18	46 16	April 1864.
Richard Pritchard	47	Light-keeper	-	Residence	1 1	54 12	November 1855 - August 1864.
Hugh Hughes	41	"	-	"	1 1	54 12	June 1858 - August 1864.
Owen Roberts	32	Assistant Light-keeper	-	"	0 18	46 16	August 1864.
Hugh Burnell	23	"	-	"	0 18	46 16	December 1866.
(C.) OLD HARBOUR.							
Hugh Thomas	44	Assistant Harbour Master	-	Residence	—	60 0	January 1852 - August 1865.
William Thomas	36	Boatman	-	"	0 18	46 16	November 1860.
Owen Owen	45	"	-	"	0 18	46 16	June 1862.
George Williams	31	"	-	"	0 18	46 16	January 1866.
Richard Lewis	52	Light-keeper	-	Residence	1 1	54 12	October 1855 - November 1860.
William Williams	43	Lamp-lighter	-	"	1 1	54 12	November 1858.
Richard Williams	54	Assistant Dock-keeper	-	"	1 1	54 12	August 1849.
Edward Jones	46	Labourer	-	"	0 15	39 0	April 1864.
Isaac Lewis	42	"	-	"	0 15	39 0	August 1865.

TABLE B.
LIST of OFFICERS and MEN living in GOVERNMENT HOUSES.

Names.	Rates.	Length of Time in House.	Rateable Value.	Yearly amount of Rates.
		Years.	£	£ s. d.
Admiral Schomberg	- Harbour Master	3½	36	13 2 4
Owen Pritchard	- Messenger	14	36	13 2 4
O. L. Jones	- Asst. Harbour Master	14	*	*
Hugh Thomas	- Do.	5		
Owen Griffith	- Chief Boatman	3½		
William Pritchard	- Boatman	3½		
Richard Lewis	- Light-keeper	13		
William Williams	- Lamp-lighter	10½		
Richard Pritchard	- Light-keeper, B. W.	5		16 6 0
Hugh Hughes	- " "	5		
Owen Roberts	- Asst. " "	5		
Henry Amos	- Policeman	10½		
Hugh Williams	- Overseer of Works	10½		

* Rateable value of 11 cottages, 46*l.* 17*s.*

TABLE C.

HOLYHEAD HARBOUR DUES.

I. Old Harbour.—(4 Geo. 4. c. 74. s. 31).

For every ship or vessel entering or departing :—

	£	s.	d.
If on an oversea voyage, for every ton	0	0	0½
If on a foreign voyage	0	0	1

II. New Harbour.—(17 & 18 Vict. c. 44. s. 2.)

For every ship or vessel taking in or discharging cargo :—

If on a coasting voyage, for every ton	0	0	0½
If on a foreign voyage	0	0	2

III. Dry or graving dock.—(17 & 18 Vict. c. 44. s. 13.)

List of present rates for the use of dry dock :—

All vessels not exceeding 120 tons burthen, entrance	1	0	0
And for each succeeding day	0	5	0
All vessels exceeding 120 tons burthen, entrance for every ton	0	0	2
And for each succeeding day for every ton	0	0	0½

IV. Gridiron.—List of rates by virtue of the Acts 17 & 18 Vict. c. 44., and 25 & 26 Vict. c. 69., to be taken for the use of the gridiron :—

	For a Vessel whose gross Tonnage does not exceed	For the First Day.	For each succeeding Day.
		s. d.	s. d.
100	15	0	7 6
200	20	0	10 0
300	25	0	12 6
400	30	0	15 0
500	35	0	17 6
600	40	0	20 0
700	45	0	22 6
800	50	0	25 0
900	55	0	27 6
1,000	60	0	30 0
1,200	70	0	35 0
1,400	80	0	40 0
1,600	90	0	45 0
2,000	100	0	50 0

TABLE C.—*continued.*

For washing gridiron, 4s. per tide.

These rates do not include any labour, use of ropes or staging.

1. Vessels without cargo or in ballast to pay rates on register tonnage.
2. Vessels with cargo or in ballast to pay rates on gross tonnage
3. Steamers with engines on board to be considered as having a cargo and to pay rates on gross.
4. The mail packets of the City of Dublin Steam Packet Company are to have precedence of all other vessels requiring to be cleaned.

The Board of Trade will take no risk or responsibility whatsoever in respect of any hurt or damage which vessels using the gridiron may sustain.

TABLE D.

TONNAGE of VESSELS entering the HARBOUR of REFUGE, at HOLYHEAD, in each month of the Year 1868.

1868.	Home.	Foreign.
January - -	22,206	17,122
February - -	16,541	21,122
March - -	20,199	21,416
April - -	33,712	6,327
May - -	15,688	4,209
June - -	9,128	1,929
July - -	13,084	783
August - -	18,453	4,708
September - -	22,066	4,293
October - -	25,920	9,496
November - -	14,147	19,587
December - -	22,585	46,367
	233,729	157,359

Home	-	-	233,729
Foreign	-	-	157,359
Total	-		<u>391,088</u>

LONDON:

Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

R E P O R T

UPON THE

ROYAL HARBOUR OF RAMSGATE,

MADE TO

THE BOARD OF TRADE

BY

CAPTAIN TYLER, R.E., CAPTAIN W. H. WALKER,
AND H. R. WILLIAMS, ESQ.

Presented to both Houses of Parliament by Command of Her Majesty.



L O N D O N :

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[Price 1s. 9d.]

1869.

4172

PLAN OF RAYM S GATE THARBOR





R.H.R.
PLAN OF THE
PRESENT AND THE PROPOSED WATCH HOUSE
EAST PIER HEAD.

LANDING PLATFORM.

CAPSTAN

H A R B O U R .

Ramsgate
11 May 1869
John Ramsay

EAST PIER.

ADVANCED PIER.

The dark lines represent the present house.
The red tint represents the proposed house.

P A R A P E T

SCALE



S E A



REPORT

UPON THE

ROYAL HARBOUR OF RAMSGATE.

Board of Trade, Whitehall,
5th June 1869.

SIR,

WE have now the honour to report, for the information of the Board of Trade, that, in compliance with the instructions contained in your minute of the 9th April, we have, in the course of two visits, inspected the Harbour of Ramsgate, and the works in connexion therewith, and have inquired into the questions of staff, of receipts, and of expenditure, with a view to any improvement that may be effected in these respects. We have examined the various officers connected with the harbour upon the working of their respective departments; and, in order the better to inspect the works, we took the opportunity of spring tides for our visit to the harbour.

The Ramsgate Harbour consists, as may be seen by the enclosed plan, of two parts; the inner harbour or basin, and the outer harbour. The area of the former is 12 acres, and of the latter 35 acres. The cross-wall which divides them is 1,300 feet long, and the eastern and western piers, by which the outer harbour is surrounded, are respectively 1,900 feet and 1,200 feet in length. In the basin there is a graving dock, 136 feet long on the floor, 146 feet 4 inches long on the top, 31 feet wide at the bottom, 51 feet 5 inches at the top, 11 feet 6 inches to 12 feet deep over the sill at high-water spring tides, and 7 feet to 7 feet 6 inches at neap tides. In the outer harbour there is a patent slip-way, 480 feet long, with a carriage 100 feet long; but it cannot, even at spring tides, accommodate a vessel drawing more than 10 feet to 10 feet 6 inches of water. There are two entrances to the inner basin; the one 40 feet, the other 30 feet wide. The former is in good order, and the latter, having been under repair, has not been used for two years, but it is expected to be ready for use during the ensuing autumn. The width of the entrance to the outer harbour, between the pier-heads, is 200 feet. On the west pier-head there is a stone lighthouse, showing a fixed light, round which green glasses are placed when there is less than 10 feet depth of water, and red glasses when there is more than 10 feet of water at the entrance. A red ball on the west cliff gives by day a similar indication. There is a flash-light placed within the last two years on the east pier-head, which clearly defines the entrance to the harbour, and which has been found exceedingly useful; and there are leading lights, one on the west and another on the east cliff, as guides for the fair-way through the Cudd channel and from the Downs anchorage, respectively, into the harbour. There are banks of mud on the east and west of the outer harbour on which vessels without anchors and cables may be brought up in safety, and there are *gullies* under the east and west piers in which to moor, alongside of the piers, ships of heavy draught, incapable of entering the basin. The width of the gullies averages 100 feet, varying according to the amount of dredging performed; and there is also a midway channel, forming the entrance through the outer harbour to the basin, averaging 300 feet in width. The depth of water in the gullies varies, at ordinary low-water spring tides, from 5 feet at the entrance to 3 feet 6 inches at their upper ends. The depth of water in the midway channel varies in like manner from 5 feet between the piers to 1 foot at the entrance to the basin. The bottom of the basin is dry at low water, unless when the water is shut in. The water is run out from the basin, to scour the gullies and harbour mouth, by means of the sluices. Only one steam dredger having lately been at work, the mud has accumulated more than is desirable in the outer harbour.

The construction of the harbour was commenced in the year 1750, the trustees having been empowered to carry out the work by an Act of 1749.

The east pier, of stone, and the west pier, partly of timber and partly of stone, were far advanced in 1751. In 1752 the piers were considerably extended. In 1756 the works

were brought to a standstill in consequence of disputes as to the design. In 1774 the piers were completed, and in 1790 the advanced pier was finished, and the basin for the most part formed.

The piers were originally built upon wooden caissons, or boxes filled with block ashlar masonry. The caissons were 13 feet high, and 12 feet wide on the outer or sea side, and 10 feet 9 inches wide on the inner or harbour side; the interior of the piers between the caissons for 11 feet 6 inches having been filled up with rubble-work, and piles having been driven at intervals, on both sides of the inner and outer caissons, as guides in sinking them into position upon the chalk foundation, which was levelled for their reception. The action of the water during the process of running the sluices, for a series of years, laid bare the wood-work of the caissons. The worm, which is particularly destructive on this coast, destroyed the wood-work so laid bare. The foundations were undermined, and portions of the piers showed symptoms of failure. This necessitated extensive repairs, and a course of underpinning was adopted, which, after being carried on for 15 years (under the direction of Sir John Rennie for 12 years), was completed three years ago, under the superintendence of Mr. Ramsay, the present engineer; and nothing more is required for the present in that respect. The quays, piers, and walls of the harbour are generally in good condition; and the eastern pier-head, which at one time gave indications of subsidence, has been examined with satisfactory results by the aid of divers, and shows no indication of further movement. This pier-head is protected by an apron, formed with three courses of masonry, about 6 feet thick close to the pier, and 2 feet thick 14 feet from it, which was constructed about 20 years ago, and is still in good order. The aprons, or stone floorings, for protecting the bottom of the harbour outside of the sluices from the basin, are not in good condition. The rush of water which comes from the basin through the sluices, when these are opened, has disturbed the large stones of which the aprons are composed, and removed many of them from their places. These stones should be restored to their beds, and the aprons repaired, by the aid of the diving bell. The ends of the aprons being then secured by piling, future damage of the same description would be in a great measure avoided. The watch-houses and warehouses on the cross-wall, the pier yard, and the military road north of the basin, are in good condition, except that a new roof is required on the warehouses of the pier yard. The existing roof cannot be kept water-tight, the pitch being too low, and the slating being defective. The watch-house on the east pier, which accommodates every night four men to sleep at a time, besides one on watch and one at home, and contains six hammocks in two tiers in a small low room, is much in want of improvement. It is absolutely necessary, in our opinion, that this sleeping room should be at once rebuilt in accordance with the accompanying plan, and that the urinals, which are now attached to it, in close proximity to its only window, should be removed to a less objectionable situation.

There is between the watch-house and the end of the east pier a commodious wooden landing-stage for steamers to embark and disembark their passengers, which is undergoing certain repairs, but is generally in very good order. The clock-house in the pier yard is used, partly for the stores of the Trinity Board, for which purpose the west wing is let on lease to that Corporation, and partly for the stores of the harbour, and for the pay office. It is in good order, as well as the pier-house, the harbour-master's house and office, the police office, and other buildings near them.

In Table B. is shown a list of the house property belonging to the harbour for which rents are received, with description, name of tenant, and terms of tenancy; and in Table C. a list of the houses belonging to the harbour which are occupied by the officers and servants. In Table D. is furnished a complete list of the working apparatus and gear. In Table E. a list of the stores when stock was taken on the 31st December last, with the quantity consumed and purchased during the year 1868.

The graving dock above referred to was in a most unsatisfactory state when it was handed over to the Board of Trade, and is now, and has been for four years, in a totally unserviceable condition. For the 10 years, 1852-1861 inclusive, its earnings averaged 247*l.* 16*s.* per annum. For the three years, 1862-3-4, it averaged 146*l.* In order to render it serviceable it would have to be rebuilt, and if that were done it should be lengthened. The bottom is no longer watertight, and would require to be wholly renewed. The timber floor which now exists was perfected in 1791, after the stone floors, which had twice been tried, had failed. The north side is in a very defective condition, from bulging and unequal settlement of the masonry, and would require to be taken down and rebuilt. The bottom being renewed, the south side, which is in better condition, would also have to be taken down and rebuilt, and the end would have to be taken down and rebuilt, for the purpose of lengthening the dock. Taking into account

the nature of the work to be performed if this dock were to be made effective, and the extra material which would be required, and necessary repairs to the dock gates, no less a cost could be contemplated than from 20,000*l.* to 23,000*l.* As there is no expectation that the earnings would exceed 200*l.* a year on the average, we are unable to recommend the reconstruction of this dock; and as it now occupies otherwise valuable space, it is desirable that the north wall should be removed, at an expense, less the value of the materials, of, say 845*l.*, and the basin be thus enlarged to this extent. The south wall might also be built out so as to form a direct line with the remainder of the quay, and it would thus afford extra berthing accommodation, at an expense of about 2,750*l.*

This dock has been the less necessary since the slipway was completed in September 1839. The earnings of the slipway for the 10 years, 1852–61 inclusive, averaged 173*l.* 9*s.* per annum, and for the seven years since it came into the possession of the Board of Trade, from 1862–68 inclusive, 219*l.* 14*s.* The larger vessels are now drawn up on the slipway by as many as 35 men, working at a capstan, for three, four, or five hours, according to size and weight. The largest vessel which can be so drawn up is one of 600 tons, drawing, say 10 feet aft. The number of vessels so drawn up between April 1866 and 1869 was 48, averaging 16 a year. And the receipts for the same period were 457*l.* 3*s.*, averaging 152*l.* 7*s.* a year. A sum of from 2*l.* 2*s.* to 8*l.* 8*s.* entrance, and of 10*s.* to 3*l.* per working day, is charged, according to size, to vessels using the slipway. The shipwrights heave the vessel up, as well as perform the repairs.

The slipway is in good order, and the cradle was last year thoroughly examined and repaired. But the mode of heaving up ships requires improvement, and we recommend that, if the idea of renewing the dock be given up, a steam engine of 10-horse power be provided, which would save several hours of time, and much expense and labour, in heaving up the vessels. We are informed by the engineer that the shipwrights would willingly pay an extra charge which would afford a fair return for such outlay; and it appears reasonable to suppose that increased facility and saving of time, from the use of such an engine, would lead to further employment of, and a larger revenue annually from, the slipway. It is estimated that the total outlay on this account ought not to exceed 814*l.*

Representations are made to us by the harbour-master, the deputy harbour-master, and the engineer, of the desirability of deepening the basin over the whole of its surface. At present it is not safe to take a vessel into the basin drawing more than 12 feet of water, because she would not be certain of getting out again when she required to do so. Vessels drawing 15 feet of water, and entering at spring tides, can only leave again at spring tides, and would not always be certain of so leaving. Vessels, also, which draw 12 feet of water, can only be berthed in certain localities, the bottom of the basin shelving upwards from the cross wall to the military road north of the basin. During the winter, as many as 50 vessels, besides smacks, lie in the basin frequently at one time, and many of them in tiers, of 4, 6, or 8, alongside of one another. During the past winter, which was exceptional, as many as 100 coasting and foreign vessels, and 20 fishing vessels, were in the basin on the 7th January; and 97 coasting and foreign vessels, and 44 fishing vessels, on the 17th February. These were in addition to vessels in the outer harbour. And it is stated that they would enter in greater number if they were certain of being able to leave again when the wind happened to be favourable, and to lie afloat during their stay. Extra quay room would, also, be afforded for colliers opposite the military road. To deepen the whole of the basin, as proposed, would cost 11,000*l.* or 12,000*l.* We do not think we should be justified in recommending this outlay without further information and experiment, but we are induced to believe that it might be prudent to expend, at no distant period, a sum of 4,000*l.*, in deepening a portion of the western part of the basin, commencing from the western gates.

Near the stone-yard, and at the east end of the pier, the beach is much in want of protection; and we recommend that for a distance of about 150 feet a timber breast-work should immediately be constructed, for preventing the earth from being washed away by the sea. The expense of this work ought not to exceed about 187*l.*

The question of dredging next demands attention. Up to the year 1848 one dredger only was employed in the harbour. In that year a second dredger was constructed, specially for this work, to draw 6 feet of water, and to continue working to a depth of 14 feet, with a steam engine of 24-horse power. This dredger, which is 89 feet 6 inches long, and 25 feet 1 inch wide, was improved three years ago by Mr. Ramsey, the present engineer, and was enabled to work to a depth of 16 in place of 14 feet, and new boilers were inserted at the same time. The old dredger, with a steam engine of 8-horse power, continued to work until the year 1864, when, being thoroughly worn out, it was sold and broken up. Since that date the one dredger has not been found sufficient to

keep down the accumulation of mud and silt. The amounts removed from the harbour were, in the following years :—

1859	-	-	102·278 tons
60	-	-	102·241 „
61	-	-	100·462 „
62	-	-	105·449 „
63	-	-	125·812 „
64	-	-	114·928 „

6)651·170, showing 108·528 tons as the average for six years during which two excavators were employed.

1865	-	-	70·321 tons
66	-	-	72·216 „
67	-	-	104·717 „
68	-	-	85·401 „

4)332·655, showing 83·164 tons as the average for the last four years during which one excavator only was employed.

The annual cost of dredging, also, for one excavator, may be stated as follows :—

The average annual cost of each tug is about	-	-	-	£750	0	0	
The excavator	-	-	-	-	1,244	0	0
Hoppers	-	-	-	-	140	0	0
					2,134	0	0
Add 20 per cent. for renewals	-	-	-	-	426	16	0
					£2,560	16	0

If 100,000 tons of stuff are removed, the cost per ton - - - 6 $\frac{1}{4}$ d.

If 80,000 do. do. - - - 7 $\frac{1}{2}$ d.

The earnings of the tugs, from towing vessels into and out of the harbour and other sources, amounted to—

	£	s.	d.	
1868	-	-	980	19 0
67	-	-	579	13 0
66	-	-	646	14 1
				3)2,207 6 1
				£ 735 15 4 average for three years.
65	-	-	1,520	18 1
64	-	-	658	14 6
				5)4,386 18 8
				£ 873 7 9 the average for five years.

The previous excavator removed about 45,000 tons a year from the harbour, while the present excavator has removed, as shown from the above, 83,000 tons a year, and the two together removed 108,000 tons a year. It being now necessary to increase the excavating power, and it being impossible to employ the present dredger for more than five hours a day, we recommend that the dredger be altered, at a cost of 1,827*l.*, to enable it, by working deeper, and therefore for a longer period during each tide, to do a full day's work. This alteration could be effected during three months, and a dredger has been borrowed from the Trinity Board to work temporarily during those months. The present season being favourable, as regards the length of the days, and the absence of other work requiring the slipway, we recommend that the dredger be at once placed on the slipway with a view to a thorough examination of her hull, and that if the hull be sufficiently good, the improvements above referred to be carried out.

The mud of the basin was formerly stirred up by horse labour ; but the horses, which were constantly injured, and could only work at low water, have ceased within the last few years to be employed ; and one of the tugs is now used with an iron drag to collect the mud, either in heaps for convenient removal by the dredger, or for removal, by water

through the sluices. We are inclined to believe that economy might result from an extension of the principle of stirring up the mud by steam-power, so as to get rid of a portion of it by the action of water with each receding tide, and that this principle might be applied to the clearing of the gullies of the outer harbour. The current of the ebb-tide past the entrance is so strong as quickly to remove what is carried out.

In Table F. is appended a statement of the receipts and expenditure of the harbour for the year 1868. From this statement it will be seen that the income from all sources was 9,871*l.* 17*s.*, and that the total expenditure was 13,578*l.* 12*s.* 10*d.*, the deficiency having been 3,706*l.* 15*s.* 10*d.* It was therefore necessary to sell 2,000*l.* exchequer bills. The statement also shows that the balance brought forward from 1867 was 3,416*l.* 3*s.* 7*d.*, and that this has been reduced to 1,726*l.* 0*s.* 8*d.* The capital now remaining invested consists of 56,051*l.* 13*s.* 3*d.* three per cent. consols, and 10,000*l.* exchequer bills. There is shown also in the statement, in favour of a benefit fund, a capital invested of 3,118*l.* 14*s.* 5*d.* new three per cent. annuities, and 41 preference shares, of 50*l.* each, in the North Eastern Railway, less 105*l.* 15*s.* 6*d.* advanced from the Ramsgate Harbour Fund, to provide for pensions now payable at the rate of 457*l.* 8*s.* 5*d.* a year.

In Table G. will be found a complete return of receipts and disbursements from 1853 to 1868;—from 1853 to 1861, inclusive, before the abolition of passing tolls, under the trustees, and from 1862 to 1868, inclusive, under the administration of the Board of Trade. A list of the rates and dues now levied will be found in Table H.

The only means, apparently, of increasing the receipts to an extent worth referring to, would be by obtaining the sanction of Parliament for abolishing the exemption in clause 27 (par. 5) of the Passing Tolls Act, under which no rate can be levied on vessels using the harbour solely as a harbour of refuge, and remaining in it not more than 60 hours; and this we think ought to be done. We also consider that in any future Act of Parliament power should be taken to charge a rent, say a penny per ton per week, to be levied on all vessels lying in the harbour beyond a month. Complaints are made by the harbour-master of vessels lying in the basin, occupying valuable berths, for months together, without payment, and even obstructing the cleansing of the basin, without his having the power of sending them out of the harbour. Subject to these suggestions, we are unable to recommend any alteration in the existing tolls, rates, or dues.

The staff employed at Ramsgate Harbour is enumerated in Table A., in which is shown the name, occupation, age, date of appointment, and rate of pay and allowances of every officer and servant.

In the harbour-master's department is included the deputy harbour-master, eleven boatmen, two lighthouse keepers, and one boatswain storekeeper; also the master and eight, forming the crew of the dredger; the master and seven, forming the crew of the steam tugs, one of which only is ordinarily used at a time; and the superintendent of police and six policemen.

In the engineer's department there are ten masons, nine carpenters and sawyers, six blacksmiths, and twenty-two labourers.

There are also a pay clerk and a storekeeper.

The total of officers and servants is thus eighty-nine.

Of the above officers and servants, the harbour-master conducts the correspondence with the Board of Trade, superintends generally the berthing of ships, the dredging, the harbour steamers; the working of the life boat, the fire engines, and the harbour lights; the work of the boatmen, and the police; and keeps a register of vessels entering and leaving the harbour, and a record of the soundings, and an account of vessels using the slipway.

The deputy harbour-master attends more particularly to the west side of the harbour, and takes general charge when the harbour-master is from any cause absent. He superintends the boatmen's duties, and the changing of the lights at different times of the tide; and he makes out the wages' bill, pays the men in his department, and keeps a record of, and attends to the running of the sluices. In the winter season, when vessels more constantly enter the harbour, he is kept sometimes five or six hours at a time on the west pier, directing the berthings of the vessels as they enter the harbour, as the harbour-master is also on the east pier. He also takes and records accounts of the lading and shipping of cargoes of all kinds, and the dues payable on them, according to the tariff, as well as the letting of the warehouses, and the accounts of charges on the goods on the quays, and on vessels upon which 5% for salvage is payable. When signals are made at night for the life-boat, he is called up, and has to decide whether she is to go out, and, if so, to superintend the arrangements. Before and after office hours, when clearance of a vessel is demanded, he is required to make out the account and receive the money.

The duties of the engineer are—

To keep in efficient repair the engines, paddles, and vessels of both tugs; the engine, machinery, and vessel of the dredger; the engine and machinery of the mortar mill; the engine and pumps of the pumping engine; the 5 hopper barges; the crane lighter; all the boats belonging to the harbour; the machinery, carriage, and subway of Morton's patent slip; the machinery and sluices for scouring the harbour; the basin gates, and machinery for opening and closing them; the east pier wooden landing platform, with gangways for landing and embarking passengers to and from London by the steamers; all the fenders, facings, and ladders of the east and west piers; the crosswalls and basin quays; all the dwelling and store houses belonging to the harbour:—to give the necessary directions to all the harbour workmen and labourers as to their daily work, and to see that it is done in a proper and efficient manner:—to keep in thorough repair all the piers, quay walls, and harbour works; and, in fact, to see that the harbour works are maintained in a proper and efficient manner:—to do all the correspondence connected with the engineering department; to design and make out all the drawings necessary and required in the engineering department. He is not provided with an assistant.

Of the eleven boatmen, six are employed constantly on the east pier, and five on the cross-wall, to attend to the basin gates, and to the vessels going in and out of the basin. They are thus employed from 6 a.m. to 6 p.m. on the east pier; but they all sleep in hammocks in the watch-house, and one of them is always on the watch, the remainder being ready to turn out on being called up in consequence of signals from sea or harbour duties requiring to be attended to. In the case of every merchant vessel or yacht approaching the harbour, five of these men go off in the boat to make the first rope fast, and to ascertain particulars as to destination, draught of water, and cargo. In the case of steamers entering the harbour with passengers, they assist in making fast and in arranging the gangway, and they sometimes assist in counting the passengers. The five men on the cross-wall sleep in hammocks in their watch-houses, keep watch, and are liable to be called up at night in the same way, and they direct the berthing of the vessels in the basin. All of these boatmen assist, with others, in working the sluices at spring tides, and some of them occasionally man the second steam-tug when her services are required. When the weather permits, one of these men is allowed to go home every night. When the tide does not serve for vessels to enter or leave, or when vessels are not so entering or leaving, the boatmen are employed on numerous other duties, in cleaning the steps and the lamp on the east pier, removing the buoys for repair, and remooring them, &c., &c.

Of these boatmen, one, Robert Kemp, is 70, and two others are respectively 65 and 66. William Matson, who is 65 years of age, appears to be no longer efficient. The other two, in spite of their age, are stated to be still sufficiently active. Matson has been 24 years in the service, and a very good steady man, and we recommend that he be discharged with a gratuity. It hardly appears necessary that his place should be filled up at present.

The duties of the lighthouse keepers are to keep watch day and night; to attend to the lights and tide signals on the pier and on the cliff, and to the leading light on each cliff. They also attend, in the absence of the deputy harbour-master, to the berthing of vessels in the west gully. They are both necessary, and are stated to be efficient, steady men.

The crew of the dredger, consisting of master, engineer, gear worker, and six labourers, were selected from the crews of the two dredgers formerly employed, and appear to be all good men. Two of them are sent with the hopper barges, when they are towed out to be emptied. When the dredger is not employed, they trim mud, assist in repairing buckets and machinery, filling coal bags for the supply of the dredger and steam tug, heaving up the sluices, and other things.

The crew of the steam tugs, including a master, two engineers, a mate, two firemen, and two seamen, are stated to be all good men. One of the engineers is also shipkeeper to the second tug.

The pay clerk has, besides paying a portion of the staff and pensioners, to make up various lists of bills of payments, receipts, and accounts, and to keep certain books.

The storekeeper, whose books we found to be in excellent order, has only to receive, issue, make requisitions for receipt, and keep the accounts of the stores.

The superintendent of police musters all the workmen and labourers in the harbour at 6 a.m., at 1 p.m., and at 6 p.m., and has also the title of muster master. He enters their hours of duty on the sheets, which are afterwards handed to the pay clerk. He regulates the duties of the policemen every eight hours. He watches and reports daily, by his men, on the tide signal lights and balls. He attends when the steam-boats arrive

and depart, and counts the number of passengers landing and embarking, and enters the account in the passenger book. He keeps accounts of the ballast and dues charged on that account, and of chalk, flint, sand, and seaweed sold from time to time, and has charge of the fire-engines. He receives every evening the money for the chalk, flint, shingle, sand, and seaweed, and hands the same to the harbour-master weekly. It amounted for the past year to 29*l.* 7*s.* 8*d.* for sand, and 72*l.* 15*s.* 4*d.* for ballast.

The six policemen are employed on three watches of eight hours each, two men to each watch; and, in addition to their ordinary police duties, they attend to the duties above mentioned, under their superintendent, and they call the harbour-master and their superintendent in the event of signals of distress or emergency, and the crew of the steam-boat, when necessary.

The work of these men is evidently light in the spring season, and it hardly seems necessary that two of them should be on the watch at that season day and night. During the winter, when there are more vessels in the harbour and basin, their presence is more required. During the excursion season, in summer and autumn, they have more work to do, in counting the passengers by the steamers, and keeping order during their embarkation and disembarkation. In the spring they examine and cleanse the parts of the fire-engines, two in number, which are under their charge. Their number was six previously to 1860, but they were then increased to eight. They were then again reduced in 1863 to six; and we recommend that the number should now be reduced to four.

In the works department, under Mr. Ramsey, the engineer, there are now 10 masons; six permanently, and four temporarily employed. They now work principally at the basin entrance, at which new walls and repaired gates are being erected; and as long as that work is in progress the number cannot be reduced. The work will be completed during the coming autumn, and it will not then be necessary to employ more than four masons on other repairs, including those of the aprons to the sluice openings.

There are seven carpenters and two sawyers, principally employed at present on repairs to the landing-stage at the east pier, to the fenders and the fender facings of the outer and inner harbour, and to the ladders. The general repairs of the house property belonging to the harbour, the repairs of the steam tugs, of the hopper and other barges, of the dredger, of the crane lighter, of the boats, of the warehouses, of the patent slip, and of the basin gates, are done by these men, as well all other carpenter work in connexion with the harbour. They are all in full work at present; but the engineer does not think that he will require permanently more than six carpenters and sawyers for general purposes; and he hopes to be able to reduce them to that number, if not to a less number, during the coming autumn.

Under the head of blacksmiths are included five blacksmiths and three assistants. They repair the machinery of the excavator, which is constantly in want of repairs, the smith-work of the tugs, the workmen's tools, the iron work of the sluices, the landing-stage, the fender and ladder irons, the patent slip, the cranes, &c. &c. Looking forward to extra work of excavation, which we have already stated to be required, the engineer does not see his way at present to any reduction of these men.

There are 20 labourers, who assist the masons, the carpenters, and the blacksmiths, and who supply the place of boatmen, of policemen, and of the tug and dredger's crews, when extra work is required, or when the men are absent from sickness or other causes. They also carry stores for the lighthouse, and assist the storekeeper in taking and giving out stores. They remove gunpowder to and from the magazine. They supply the shipping with water. They carry lime from the store to the mill, fire the boiler, drive the engine, make the mortar, and carry it to the masons. They flush the main sewer, and clean the drains, urinals, and closets. They sweep and repair the harbour roads, and open and shut the basin gates, occasionally by day, and regularly by night. They assist in heaving up and lowering the sluices. They remove beach from the guide walls, to prevent it from being washed into the sluice-ways; and there are many other odd jobs on which they are employed from time to time.

Having regard to the various works on which these men are employed, and which must constantly be required, and to the amount of night-work that they perform,—9 each night, in opening and shutting the basin gates at every tide, it does not appear that the number of labourers can be permanently reduced below 14, after the completion of the works now in hand.

We do not see that any material alteration can be proposed in the pay of the staff. The salaries of the officers and the pay of the men appear in all cases to be moderate. We conceive, indeed, that, having regard to the salaries of engineers at other ports and

in other localities, and to the works here performed, the salary of the resident engineer, Mr. Ramsay, should be increased, from 1st Jan. 1869, to 400*l.* a year. The regular allowances are all shown in the Table A., but occasionally the crew of the tug, and the coxswain and bowman of the lifeboat, are enabled to earn each from 10*s.* to 2*l.*, according to circumstances, for each trip on which they are employed in saving life; and they sometimes obtain large sums as their share of salvage-money, in the case of ships brought into the harbour, or otherwise saved or assisted. There is also a payment to the labourers of 1*s.* each for each night on which they are employed in opening and shutting the basin gates.

Many of the men above referred to, in the works department, are above 60 years of age, and one of the carpenters, J. Walk, is 78 years of age. Considering that these men still do daily and regular work, and that their wages are small in proportion to those of carpenters, masons, &c. generally throughout the country, we do not recommend that any of them be immediately discharged; but we have expressed to Mr. Ramsey, the resident Engineer, our opinion that, as soon as the reductions before adverted to can be carried out, the services of these men must necessarily be dispensed with, and that those amongst them who are the least efficient must then be the first selected for retirement; and we have desired that they may be warned of the approaching necessity for the adoption of such measures of economy.

Mr. Webster, chairman of the Ramsgate local board, called upon us, and represented that the local board was desirous of hiring a strip of land, which formed part of the stone-yard, for the purpose of widening the carriage road, and making a footpath, on the approach to the station and the sands. The portion of land required for this purpose would be 160 feet long and 20 feet wide, and the local board would be willing to pay any reasonable charge which the Board of Trade might think proper to fix. We recommend that this request of the local board, which is reasonable, and important as regards both the public convenience and the public safety, be acceded to, on the condition of their paying 10*l.* a year for this portion of land so long as they occupy it, that the Board of Trade have the power of repossessing themselves of it on six months' notice at any time, if it be required, and of the local board building a suitable fence, to the satisfaction of the harbour engineer, six feet high, as a boundary to it.

Mr. Webster also represented the case of Mr. Edwards, who desired to place, at his own expense, seats, for the accommodation of the inhabitants of Ramsgate and of visitors, on the east pier. Mr. Webster proposed that the number should be 75, containing four seats each. We do not recommend that so many as 75 seats should be placed on the pier, because we consider that the opening and shutting down of so many seats, morning and evening, in the manner proposed, would occupy too much time; but we are of opinion that one dozen benches, according to the model submitted to the Board of Trade, should be permitted to be placed, to the satisfaction of the harbour engineer, on the advanced pier.

We have, then, had occasion in the foregoing Report to recommend certain items of expenditure, certain reductions of staff, and a method of, to some extent, increasing the receipts. These recommendations we would now summarize as follows:—

	£
1. Repairs of aprons, connected with the sluices, estimated to cost 6,254 <i>l.</i> , and to be spread over a period of years, amount for one year, say - - - - -	1,000
2. Timber breastwork at stone-yard facing the sands, to be done immediately - - - - -	187
3. Improvements to dredger, if the hull be found on examination to be in good order, to be done within the next three months -	1,827
4. New watch-house on east pier - - - - -	196
5. Removal of graving-dock gates, and north wall, and timber bottom, less the value of old materials, to be done in 1871 - -	983
6. Making good south wall of graving dock, underpinning, and resetting coping, to be done in 1870 - - - - -	1,730
7. Rebuilding upper end of dock, and forming quay wall, to be done in 1872 - - - - -	1,016
8. Steam engine for patent slip, with boiler, building, and extra machinery, to be proceeded with at once - - - - -	814

9. Re-roofing pier yard warehouses, employing existing timber and materials as far as they are available, to be commenced as soon as convenient	£
	380
10. New boilers, and repairs to engines of "Vulcan" tug, absolutely necessary before coming winter	1,800
11. Deepening of basin, on an average 3 feet 10 inches over its whole surface, total cost 11,962 <i>l.</i> ; and to be further considered in the next three years the question of deepening one-third of basin, at an expenditure of, say	4,000
Total expenditure that may be immediately contemplated	13,933
Add to the above for completing the aprons (1), and deepening the remaining two-thirds of the basin (2)	(1) 5,254 (2) 7,962
Total expenditure proposed	27,149

The reductions of staff which we have recommended comprise :—

	Per annum.
	£ s. d.
(1.) One boatman, Matson, to be discharged, and his place not to be filled up	81 18 5
(2.) The two policemen to be reduced	141 16 10
(3.) Masons to be reduced from 10 (of whom 4 are temporary) to 4 after completion of basin gates, say permanent saving of two masons	150 16 0
(4.) Carpenters and sawyers to be reduced from 9 to 6, two being temporary; say permanent saving one carpenter	62 8 0
(5.) Labourers to be reduced from 20 to 14, one being temporary, say	214 10 0
Total proposed annual saving	651 9 3

And we recommend that a Bill be introduced at an early date, with a view to obtaining from Parliament powers for the following objects :—

- (1.) To abolish the exemption on vessels not remaining more than 60 hours in the harbour.
- (2.) To charge rent on vessels remaining in the harbour beyond one month; say 1*d.* per ton per week up to 100 tons, and 1½*d.* per ton per week above 100 tons.

We are unable, however, to ascertain with any degree of accuracy the amount of extra receipts to be expected from these measures.

We have not omitted to consider other methods by which economy might be effected, if the duties of the higher officers were further concentrated or differently divided; and whilst we are unable at the present time to recommend any changes of this description, we consider that when opportunity is in future afforded, on the retirement of the present holders, it may be possible to make some alterations with advantage.

The average disbursement for nine years, 1853 to 1861 inclusive, while the harbour was in the hands of trustees, was 17,545*l.* And the average disbursement for seven years, 1862 to 1868 inclusive, under the direction of the Board of Trade, was 11,458*l.* The expenditure for the year 1868 was in excess of this average, having amounted to 13,578*l.*, and having been the heaviest of the seven years. It included 3,131*l.* for repairs and new boilers to the steam tug "Aid." We have above shown a saving which may be effected on the permanent establishment of 651*l.* But if the improvements which we have recommended as necessary or desirable be approved, and when they come to be carried out, the workmen will again be temporarily required. Some of these works will be advantageously performed under contract; but others, such as those which depend upon the state of the tide, may be more advantageously executed directly under Mr. Ramsey, the Resident Engineer. The total expenditure to be more immediately contemplated, is, as we have shown, 13,933*l.*, say for the next three years; and the total

to be contemplated,—say for the next ten years,—is 27,000*l*. It is quite clear, therefore, that no reduction in the annual expenditure is to be at present expected, or can be hoped for, until the completion of the works that we have enumerated; but we are of opinion that when these works are completed, the expense of working and maintenance may possibly be reduced to about 9,000*l*. a year.

The income from all sources, as already shown, for 1868, exceeds that amount, but the income from dues varies greatly, and cannot be calculated on the basis of the past year, which was exceptionally good.

It may appear to be injudicious to suggest so large an expenditure of capital upon a harbour which does not, and may hereafter hardly be expected to pay for its own maintenance; but we consider that a portion of its funded property, consisting of 56,000*l*. consols, and 10,000*l*. exchequer bills, could not be better applied than in contributing to the improvements we have recommended.

We have the honour to be,

Sir,

Your obedient servants,

H. W. TYLER.

W. H. WALKER.

H. R. WILLIAMS.

The Right Honourable

The President of the Board of Trade.

TABLE A.

RETURN of all OFFICERS, SERVANTS, LABOURERS, &c., with their Names, Age, Occupation, Date of Appointment, Rate of Pay and Allowances.

OFFICERS.

Name.	Age.	Occupation.	Date of Appointment.	—	Salary.	Allowance for Servants.	Allowance for Coals.	Allowance for Oils.	Allowance for Uniform.	Total.
Capt. F. Shaw	64	Harbour-master	Jan. 1837	Residence	£ s. d. 250 0 0	£ s. d. 30 0 0	£ s. d. 19 4 0	£ s. d. 5 17 0	£ s. d. 8 1 0	£ s. d. 313 2 0
Capt. R. Braine	48	Deputy do.	Aug. 1859	Residence	145 0 0	20 0 0	10 16 0	2 18 6	8 1 0	186 15 6
John Ramsay	60	Resident engineer	June 1863	- - -	368 0 0	- - -	- - -	- - -	- - -	368 0 0
George Pritchard	48	Supdt. of police	Feb. 1855	Residence	120 0 0	- - -	9 12 0	2 14 0	10 8 6	142 14 6
Joseph Hazeldine	52	Pay clerk	March 1856	Residence	120 0 0	- - -	9 12 0	- - -	5 0 0	134 12 0
Daniel Reading	26	Storekeeper	July 1862	- - -	110 0 0	- - -	- - -	- - -	- - -	110 0 0

BOATMEN, &c.

Name.	Age.	Occupation.	Date of Appointment.	—	Allowance of Clothing per Annum.	Weekly Wages.	Watch Money per Week.	Allowance for Coals per Annum.
Robert Kemp	70	Coxswain, E. Pier	Sept. 1823	Residence	Suit of uniform and two pairs of boots.	£ s. d. 1 1 6	£ s. d. 0 7 0	£ s. d. 3 2 5
Robert Goldsmith	41	Boatman do.	May 1849	Residence	Do. do.	0 18 0	0 7 0	3 2 5
Charles Meaden	37	Do. do.	Aug. 1857	Residence	Do. do.	0 18 0	0 7 0	3 2 5
Isaac Jarmans*	38	Do. do.	Dec. 1860	- - -	Do. do.	0 18 0	0 7 0	3 2 5
James Danton	32	Do. do.	Jan. 1860	- - -	Do. do.	0 18 0	0 7 0	3 2 5
Charles E. Fish	29	Do. do.	Oct. 1860	- - -	Do. do.	0 18 0	0 7 0	3 2 5
James Conolly	51	Coxswain of Basin	Aug. 1857	Residence	Do. do.	1 1 6	0 7 0	3 2 5
James Strevens	66	Do. Magazine	Nov. 1838	Residence	Do. do.	1 1 6	0 7 0	3 2 5
William Matson	65	Do. Bridges	April 1846	Residence	Do. do.	1 1 6	0 7 0	3 2 5
William Hazeldine	47	Boatman	Mar. 1848	Residence	Do. do.	0 18 0	0 7 0	3 2 5
Henry M. Miles	33	Do.	Dec. 1860	- - -	Do. do.	0 18 0	0 7 0	3 2 5
Henry Thornton	47	Lighthouse keeper	Feb. 1855	- - -	Do. do.	1 4 10	- - -	3 2 5
Edward G. Saxby	34	Assistant do.	Feb. 1861	- - -	Do. do.	1 1 0	- - -	3 2 5
James Kemp	61	Boatswain store keeper	Dec. 1838	- - -	Do. do.	1 5 0	- - -	3 2 5

CREW OF DREDGERS.

Name.	Age.	Occupation.	Date of Appointment.	—	Allowance of Clothing per Annum.	Weekly Wages.	Allowance for Coals per Annum.
Charles Bevis	45	Master	April 1848	Residence	Suit of uniform and two pairs of boots.	£ s. d. 1 6 0	£ s. d. 3 2 5
William Penman	44	Engineer	Sept. 1847	- - -	Do. do.	1 8 0	3 2 5
Francis Hogwood	46	Gear worker	Mar. 1849	- - -	Do. one pair of boots	1 3 6	1 11 2½
Richard Honey	57	Labourer	May 1840	- - -	Do. do.	1 0 0	1 11 2½
Thos. Cullen	46	Do.	Mar. 1849	- - -	Do. do.	1 0 0	1 11 2½
John Coleman	34	Do.	Aug. 1854	- - -	Do. do.	1 0 0	1 11 2½
Wm. Harland	53	Do.	Aug. 1858	- - -	Do. do.	1 0 0	1 11 2½
Thos. Woodward	34	Do.	Sept. 1855	- - -	Do. do.	1 0 0	1 11 2½
James Potley	40	Do.	May 1849	- - -	Do. do.	1 0 0	1 11 2½

CREW OF STEAM TUGS.

Daniel Reading	63	Master	Oct. 1844	Residence	Suit of uniform and two pairs of boots.	1 10 0	3 2 5
William Wharrier	52	Engineer	Mar. 1845	Do.	Do. do.	2 4 0	3 2 5
John Simpson	48	Mate	Oct. 1853	- - -	Do. do.	1 2 6	3 2 5
John Oliver	51	Engineer and shipkeeper	Aug. 1858	- - -	Do. do.	1 8 6	3 2 5
James Freeman	35	Sub-engineer	June 1856	- - -	Do. do.	1 4 0	3 2 5
Faith Warner	31	Fireman	April 1868	- - -	Do. do.	1 0 0	3 2 5
Thomas Nichols†	39	Seaman	July 1854	- - -	Do. do.	1 0 0	3 2 5
Fredk. Lawrence	36	Do.	Feb. 1864	- - -	Do. do.	1 0 0	3 2 5

POLICE.

Stephen Revell	55	Policeman	July 1837	- - -	Do. do.	1 5 0	3 2 5
Thomas Neal	44	Do.	July 1856	- - -	Do. do.	1 5 0	3 2 5
Willm. S. Grigg	43	Do.	Aug. 1856	- - -	Do. do.	1 8 0	3 2 5
David Clinton	38	Do.	May 1860	- - -	Do. do.	1 3 0	3 2 5
John Jones	37	Do.	Dec. 1860	- - -	Do. do.	1 1 0	3 2 5
Thomas Scott	38	Do.	Feb. 1856	- - -	Do. do.	1 1 0	3 2 5

* Ill in London for the past month.

† In hospital seven weeks for an injury while on duty.

WORKS DEPARTMENT.

Name.	Age.	Occupation.	Date of Appointment.	Wages per Day.	Allowance of Coals per Annum.
John Acock - - -	59	Foreman Mason -	October 1825* -	<i>s. d.</i> 5 6	<i>£ s. d.</i> 3 2 5
H. Meaden - - -	66	Mason - - -	April 1831 -	5 0	
R. Hawkins - - -	61	" - - -	December 1827 -	4 6	
J. Nichols - - -	63	" - - -	September 1820 -	4 6	
S. Lambert - - -	51	" - - -	June 1830 -	4 6	
W. Phippard - - -	39	" - - -	September 1843 -	4 6	
J. Sparge - - -	Extra	"			
C. Giles - - -					
T. Solley - - -					
J. Norman - - -					
J. Deverson - - -	60	Foreman Carpenter -	November 1846* -	5 0	3 2 5
G. Hazeldine - - -	48	Carpenter - - -	September 1835 -	4 0	
J. Smith - - -	60	" - - -	January 1840 -	4 0	
J. Walk - - -	78	" - - -	January 1843 -	4 0	
F. Marsh - - -	44	" - - -	November 1855 -	4 0	
C. Deverson - - -	28	" - - -	August 1856 -	4 0	
W. Reading - - -	28	" - - -	June 1867 -	4 0	
J. Steed, sen. - - -	Extra	Sawyers.			
J. Steed, jun. - - -					
S. Haycock - - -	66	Foreman Smith -	November 1835 -	5 0	3 2 5
J. Simmons - - -	42	Smith - - -	November 1844 -	4 0	
H. Bushell - - -	45	" - - -	February 1852 -	4 0	
R. Sutton - - -	38	Labourer - - -	March 1849 -	2 9	
J. Russell - - -	60	" - - -	December 1840 -	2 9	
W. Bugden - - -	28	Smith - - -	August 1856 -	4 0	
N. Nanton - - -	60	Gear-man - - -	October 1836 -	4 0	
R. Biggleton - - -	31	Engineer - - -	July 1866 -	6 0	
H. Cork - - -	57	Labourer - - -	February 1836 -	3 3	
G. Packer - - -	62	" - - -	April 1831 -	3 3	
J. Fox - - -	52	" - - -	October 1839 -	3 3	
G. Revell - - -	57	" - - -	June 1838 -	3 0	
W. Edwards - - -	61	" - - -	March 1830 -	2 9	
T. Woodward - - -	61	" - - -	May 1836 -	2 9	
D. May - - -	58	" - - -	March 1837 -	2 9	
J. Woodward - - -	58	" - - -	October 1836 -	2 9	
A. J. Austin - - -	35	" - - -	June 1854 -	2 9	
R. Solly - - -	52	" - - -	April 1850 -	2 9	
T. Clark - - -	37	" - - -	September 1855 -	2 9	
J. Sandown - - -	35	" - - -	September 1855 -	2 9	
G. Bushell - - -	51	" - - -	July 1854 -	2 9	
W. Lawrence - - -	43	" - - -	March 1856 -	2 9	
E. Baxter - - -	41	" - - -	March 1860 -	2 9	
J. Edwards - - -	22	" - - -	September 1866 -	2 9	
T. Tucker - - -	53	" - - -	May 1850 -	2 9	
D. Woodward - - -	26	" - - -	May 1867 -	2 9	
G. Woodward - - -	24	" - - -	May 1867 -	2 9	
J. Grant - - -	39	" - - -	July 1867 -	2 9	

* Residence.

April 28th, 1869.

FRANCIS SHAW,
Harbour-master.

TABLE B.

Statement of Collector of Customs of Receipts for Rents of Houses and Property at Ramsgate.

Annual Rent.	Name of Tenant.	Description of Premises.	Tenure.	
			Date.	Particulars.
£ s. d.				
60 0 0	Strong and Barnes -	Shipwright's yard - - -	July 1866 -	7 years.
0 15 0	Foot, Wells, and Co. -	Area in front of shop - - -	Ancient -	Quit rent.
2 5 0	Mrs. Corbin, late Cobb -	Piece of ground and sewage rent -	Unknown -	Rent-charge.
1 0 0	Waterworks Co. -	Use of ground for pipes -	do. -	do.
1 1 0	J. Grant - - -	Piece of ground, Farley Place -	do. -	do.
1 1 0	J. Saxby - - -	do. do. do. -	do. -	do.
25 16 0	General Steam Co. -	Warehouse, West Cliff - - -	- - -	At will.
109 0 0	Corporation of Trinity House.	do. and Clock House -	Unknown -	Presumed do.
362 0 0	E. H. R. Wright -	Royal Albion Hotel - - -	Xmas. 1855 -	21 years.
1 18 0	J. C. Hurst - -	Garden and right for porch -	- - -	At will.
21 0 0	George Stevens -	Half of warehouse adjoining Busy Lodge.	- - -	do.
21 0 0	Lords of Admiralty, late Beeching.	Portion of do. - - -	- - -	do.
12 0 0	Samuel Beeching -	Use of ground west of do. -	- - -	do.
15 0 0	Page and Son -	A portion of bonding warehouse -	- - -	do.
23 0 0	Tomson and Gwyn -	Two do. do. -	- - -	do.
10 18 0	George Crocker -	One do. do. -	- - -	do.
1 2 0	Town Commissioners	Annual acknowledgment for carriage stands.	- - -	do.
110 0 0	Mellville and others -	No. 1, Goldsmid Place - - -	June 1867 -	14 years.
57 15 0	Committee of Lloyd's, per Burstal.	No. 2 do. - - -	Surrendered in June 1868.	Untenanted.
40 0 0	General Steam Navigation Co.	Vault No. 2 - - -	- - -	At will.
80 0 0	S. F. Smith, late Laskett.	No. 4, Goldsmid Place - - -	March 1862 -	21 years.
38 0 0	T. Baker, late Perry	Shop under No. 5, do. - - -	- - -	Lease.
116 0 0	Commrs. of Customs	No. 6, Goldsmid Place - - -	Xmas. 1822 -	50 years.
180 0 0	J. Dyason - - -	Royal Clarence Baths - - -	- - -	Lease.
138 0 0	G. B. Stockbridge -	47 & 49, Bath Place, and cottage in rear.	{ March 1855 -	21 years.
0 1 0	J. Saxby - - -	Right of way from Albion Place -	- - -	Quit rent.
0 1 0	General Post Office -	Acknowledgment for letter box -	- - -	At will.
13 0 0	William Penman -	No. 14, Harbour Place - - -	- - -	do.
0 2 0	William Thompson -	Annual acknowledgment for signboards.	- - -	do.
4 0 0	Robert Cooper -	Ground under West Cliff -	- - -	do.
1 4 0	Miller, Hinds, and Beeching.	Right for mast pieces in harbour	- - -	do.
1 4 0	Strong and Barnes -	do. do. - - -	- - -	do.
80 0 0	Robert Crampton, jun.	No. 3, Goldsmid Place - - -	June 1863.	21 years.
8 8 0	J. Crocker, late Admiralty Commrs.	Loft of bond warehouse -	- - -	At will.
4 0 0	George Stevens, late Beeching and Moses.	Cavity in cliff - - -	- - -	do.
60 0 0	Beeching and Moses -	Ship-yard - - -	July 1866.	7 years.
7 0 0	Wastall and Co. -	Small warehouse, West Cliff -	- - -	At will.
1607 11 0				

Custom House,
Ramsgate.

(Signed)

J. F. HEATLEY,
Receiver of Rents.

TABLE C.

STATEMENT showing the RESIDENCES occupied by the Officers and Men, with their situation, description, and rateable Value per annum.

Name.	Occupation.	Situation.	Description.	Rateable Value per Annum.	Remark.
Francis Shaw	Harbour-master	Harbour House, Pier Yard.	8 rooms, with scullery, wine and coal cellars	£ 47 s. 0 d.	With small garden, Goldsmith Place.
Richard Braine	Deputy master	5, Goldsmith Place	8 rooms and scullery	32 0 0	With do. Albion Place.
J. Hazeldine	Pay clerk	86, Harbour Street	6 rooms	16 0 0	With do. do.
G. Pritchard	Superintendent of police.	80, " " "	5 " " "	28 0 0	With do. do. Divided into two houses.
J. Deverson	Foreman carpenter		6 " " "		
D. Reading	Master of tug	94, " " "	6 " " "	14 0 0	
W. Wharrier	Engineer of tug	90, " " "	6 " " "	14 0 0	
G. Honnor	Pensioner.	84, " " "	5 " " "	9 0 0	
J. Conolly	Coxswain of basin	82, " " "	3 " " "	9 0 0	
J. Stevens	Coxswain of magazine.	8, Harbour Place	3 " " "	12 0 0	Divided into two houses.
R. Goldsmith	Boatman, E. Pier		3 " " "		
W. Matson	Coxswain, Bridges	1, " " "	3 " " "	6 10 0	
C. Meader	Boatman, E. Pier	2, " " "	3 " " "	7 0 0	Divided into two houses.
W. Hazeldine	Boatman, Cross Wall.		3 " " "		
R. Kemp	Coxswain, E. Pier	76, Harbour Street	6 " " "	14 0 0	
J. Acock	Foreman mason	3, Bath Place	6 " " "	10 10 0	

Royal Harbour of Ramsgate.

29th April 1869.

FRANCIS SHAW,

Harbour-master.

TABLE D.

LIST of the GEAR on the Works.

2 steam tugs.
 1 dredger.
 1 crane lighter.
 5 hopper lighters.
 1 large anchor lighter.
 1 mortar punt.
 1 mortar mill on the cross wall.
 3 steam engines; 2 fixed and 1 portable.
 2 fire engines.
 2 pile engines; 1 out of repair.
 2 chain pumps, unserviceable.
 17 cranes; viz., 6 fixed on the quay, 5 to the warehouses, 5 portable, and 1 on the lighter.
 13 capstans.
 1 slipway and its gear, and the gridiron and its four dolphins.
 8 sluiceways, 12 feet wide; 3 clear openings in each; 3 feet 5 inches wide by 4 feet 8 inches hoist.
 (Cylinder sluices, 5 feet diameter.
 6 sluiceways in the basin and dock gates, 2 feet 6 inches wide by 14 inches hoist.
 3 pairs of gates; 2 being for the basin and 1 for the dry dock.
 2 swing bridges.
 1 diving bell.
 1 life boat.
 59 buoys.
 1 wooden platform.
 113 fenders.
 160 mooring lewes and rings.
 11 boats.
 8 crabs.
 39 ladders.
 Also sundry trucks, carts, and barrows.

J. RAMSEY.

TABLE E.
STOREKEEPERS DEPARTMENT.—An Account of STORES received, expended, and remaining on hand in the Year ending 31st December 1868.

Article.	In Store, 1st January 1868.			Received since that Date.			Total.			Expended during the Year.			In Store, 31st December 1868.		
	Wt. or Quantity.	£ s. d.	£ s. d.	Wt. or Quantity.	£ s. d.	£ s. d.	Wt. or Quantity.	£ s. d.	£ s. d.	Wt. or Quantity.	£ s. d.	£ s. d.	Wt. or Quantity.	£ s. d.	£ s. d.
Baskets	7	0 14 0	—	—	—	—	7	0 14 0	0 14 0	5	0 10 0	0 4 0	2	0 4 0	0 4 0
Boots	4	5 8 0	—	—	—	—	4	5 8 0	0 10 0	3	4 1 0	1 7 0	1	1 7 0	1 7 0
Brooms, Hair	2	0 7 6	1 4 0	6	1 4 0	—	8	1 11 6	0 11 6	3	0 11 6	1 0 0	0	1 0 0	1 0 0
India	16	1 4 0	3 12 0	48	3 12 0	—	64	4 16 0	4 7 0	58	4 7 0	0 9 0	6	0 9 0	0 9 0
Heath and birch	96	1 0 0	0 17 6	84	0 17 6	—	180	1 17 6	1 7 11	134	1 7 11	0 9 7	46	0 9 7	0 9 7
Brushes, banister	6	0 12 0	—	—	—	—	6	0 12 0	0 6 0	3	0 6 0	0 6 0	3	0 6 0	0 6 0
Paint	5	0 8 2½	1 11 0	18	1 11 0	—	3	1 19 2½	1 2 2½	15	1 2 2½	0 17 0	3	0 17 0	0 17 0
Tar	9	0 12 0	3 12 0	48	3 12 0	—	57	4 4 0	2 3 0	30	2 3 0	2 1 0	27	2 1 0	2 1 0
Scrubbing	1	0 1 6	0 11 0	6	0 11 0	—	7	0 12 6	0 1 6	1	0 1 6	0 11 0	3	0 11 0	0 11 0
Buttons for uniforms	33 doz.	6 9 3½	7 4 0	42	7 4 0	—	75 2	13 13 3½	6 17 18½	41	6 17 18½	6 15 4½	34 2	6 15 4½	6 15 4½
Brass	7 1 14	21 16 15	—	—	—	—	7 1 14	21 16 15	1 5 3½	0	1 5 3½	20 11 1½	6 3 22	20 11 1½	20 11 1½
Buoys, life	4	2 12 2	—	—	—	—	4	2 12 2	2 12 2	4	2 12 2	—	—	—	—
Bolts, screws, and nuts	8 0 12	9 12 2 3½	—	—	—	—	34 3 16	36 6 6 11½	11 3 5½	9 1 23	11 3 5½	25 3 2½	25 1 21	25 3 2½	25 3 2½
Candles	0 0 8½	0 4 6½	5 17 0	3 20	5 17 0	—	2 0 0½	6 1 6½	5 13 2½	1 3 13	5 13 2½	0 8 4½	0 0 15½	0 8 4½	0 8 4½
Cement, Roman and Portland	17	9 19 6	—	—	—	—	17	9 19 6	7 1 0	12	7 1 0	2 18 6	5	2 18 6	2 18 6
Patent	2 0 6	5 16 10½	5 8 5	6	5 8 5	—	3 3 22	11 5 3½	5 19 1½	2 0 10	5 19 1½	5 6 2½	1 3 12	5 6 2½	5 6 2½
Coals	337	303 13 10½	519 13 1	596	519 13 1	—	933	823 6 11½	792 7 7½	897 19	792 7 7½	30 19 3½	1 35 1	30 19 3½	30 19 3½
Chains iron,	42 2 13½	49 10 6	18 13 11	3 5	18 13 11	—	62 1 18½	68 4 5	4 14 4	4 1 10	4 14 4	63 10 1	58 9 8½	63 10 1	63 10 1
Cylinders, glass	185	6 5 2½	1 4 0	36	1 4 0	—	221	7 9 2 3½	3 8 0	102	3 8 0	4 1 2 3½	119	4 1 2 3½	4 1 2 3½
Castings	68 0 22	54 15 9½	17 6 9	24 2 22	17 6 9	—	92 3 16	72 2 6½	25 8 3½	31 3 2	25 8 3½	46 14 3½	61 0 14	46 14 3½	46 14 3½
Cottons, lamp	8 yards 9 doz.	0 15 6	2 7 2	16 48	2 7 2	—	24 57	3 3 2 8	6 19 7½	8 18	6 19 7½	4 14 7	16 39	4 14 7	4 14 7
Chains, buoy	10 2 13	11 14 2½	—	—	—	—	10 2 13	11 14 2½	1 0 0	0 1 0	1 0 0	1 1 9½	4 1 2	1 1 9½	1 1 9½
Cock	1 1 4	1 7 0½	—	—	—	—	1 1 4	1 7 0½	14 14 9	0 1 0	14 14 9	11 1 0	1 68 0	11 1 0	11 1 0
Fearnought	74	12 19 0	12 16 9	79	12 16 9	—	153	25 15 9	5 16 9½	85	5 16 9½	7 15 8½	108	7 15 8½	7 15 8½
Files, flat and half round	49	3 3 10½	10 8 7	145	10 8 7	—	194	13 12 5½	1 0 8½	71	1 0 8½	3 15 0	82	3 15 0	3 15 0
Sq., H.S., V.S., R. and C.	96	1 8 9½	1 0 1	57	1 0 1	—	153	2 8 10½	1 13 10	—	1 13 10	1 16 0½	60	1 16 0½	1 16 0½
Felt	60	3 15 0	—	—	—	—	60	3 15 0	—	0 2 2	—	3 19 9	0 2 2	3 19 9	3 19 9
Glue	1 0 9½	3 9 10½	—	—	—	—	1 0 9½	3 9 10½	—	0 3 3	—	6 12 4	0 3 3	6 12 4	6 12 4
Gunpowder	0 3 3	3 19 9	4 2 4	—	4 2 4	—	0 3 3	3 19 9	7 7 6½	0 0 1	7 7 6½	272 4 7½	13 4	272 4 7½	272 4 7½
Glass	13 sqr. 1 shas.	3 5 2½	—	—	—	—	13 5	7 7 6½	99 18 3½	2	99 18 3½	30 6 8	2	99 18 3½	99 18 3½
Hoses	4	13 4 8	—	—	—	—	4	13 4 8	124 3 16	0 2	124 3 16	8 2 9½	369 3 4	8 2 9½	8 2 9½
Iron bar, bolt and sheet	295 0 9	236 17 1½	135 5 10	199 2 11	135 5 10	—	494 2 20	372 2 11½	28 0 4½	23 0 16	28 0 4½	24 3 15	369 3 4	24 3 15	24 3 15
Lead, pig, sheet, and black	28 1 2½	34 7 10½	23 19 2	19 2 16	23 19 2	—	47 3 18½	58 7 0½	11 2 9	0 2 25	11 2 9	8 2 9½	24 3 15	8 2 9½	8 2 9½
Leather	0 0 13½	1 16 4½	17 9 2	1 0 15	17 9 2	—	1 1 0½	19 5 6½	1 15 2 3½	0 2 19½	1 15 2 3½	0 10 7½	0 2 3½	0 10 7½	0 10 7½
Litharge	0 0 2½	0 7 1½	1 18 9	1 1 7	1 18 9	—	1 2 3½	2 5 10½	0 15 1½	6 14	0 15 1½	1 8	6 35	1 8	1 8
Leather and cloths	12 37	1 16 3	0 7 6	0 0 12	0 7 6	—	12 49	2 3 9	—	—	—	—	—	—	—

An Account of STORES received, expended, and remaining on hand in the Year ending 31st December 1868—continued.

Article.	In Store, 1st January 1868.			Received since that Date.			Total.			Expended during the Year.			In Store, 31st December 1868.		
	Wt. or Quantity.	£	s.	d.	Wt. or Quantity.	£	s.	d.	Wt. or Quantity.	£	s.	d.	Wt. or Quantity.	£	s.
Mops	13	0	6	1	0	0	0	0	0	0	0	0	40	2	3
Metal, Babbitt's patent	0	0	6	1	0	0	0	0	0	0	0	0	18½	12	4
Mentz's	3	0	21	13	0	3	1	5	0	6	0	6	2	2	3
Nails, Clout	0	1	11	1	0	1	17	9	0	4	0	4	0	14	6
Clasp, Rl. and Steon.	13	1	11	17	0	1	0	6	14	3	17	6	11	7	9
Countersunk	5	1	23	7	0	0	0	0	5	1	0	0	4	4	3
Spikes	12	0	8	8	0	0	0	0	18	0	17	6	2	10	7
Seupper	10	0	0	16	0	0	0	0	8	1	4	4	0	0	3
Galvanized and rooves	2	3	15	7	0	0	0	0	0	0	0	0	0	0	5
Composition	1	1	0	7	0	0	0	0	2	3	13	5	2	14	12
Copper	0	2	7	5	0	0	0	0	0	1	14	0	1	2	0
Oakum	0	2	7	5	0	0	0	0	0	1	2	0	0	2	5
Oil, linseed	5	3	1	3	0	0	0	0	12	10	4	0	4	1	9
Neatsfoot	8	2	1	2	0	0	0	0	8	12	6	1	0	1	4
Colza	56	0	0	10	2	0	0	0	488	6	6	0	75	2	0
Machinery	28	2	0	8	0	0	0	0	190	11	6	4	35	2	1
Trains	3	1	1	0	13	11	1	0	21	1	1	0	1	1	0
Sweet	9	1	0	2	8	11	0	0	9	1	0	0	7	0	0
Paint, White lead	3	2	14	5	9	3	0	0	23	3	22	0	5	3	24
Red do.	1	3	23	2	10	4	0	0	5	2	21	2	4	0	5
Black	1	0	27	1	9	7	0	0	2	0	27	2	0	0	13
Green	0	1	5	0	10	5	0	0	0	3	15	0	0	2	8
Anti-corrosive	9	1	22	18	8	4	0	0	9	1	22	0	9	1	22
Composition	1	0	14	3	13	4	0	0	10	3	0	0	5	0	14
Metallic	0	3	22	1	2	11	0	0	4	0	0	0	0	0	0
Purple, brown	0	3	22	1	2	11	0	0	4	0	0	0	0	0	0
Oxide of iron	0	3	22	1	2	11	0	0	4	0	0	0	0	0	0
Pitch	4	5	12	5	2	9	0	0	3	0	15	0	2	3	27
Packing, patent	0	3	18½	12	9	6	0	0	0	3	18½	13	8	0	7
Rope, good hair and spunyarn	50	2	5	94	2	5	0	0	67	2	5	3	2	21	9
White spunyarn	1	3	25	4	9	8	0	0	1	3	25	69	2	121	15
Manilla and Coir	32	2	27	66	6	10	0	0	64	0	4	3	1	214	8
Marline	10	0	2	0	2	4	0	0	31	1	5	67	0	9	14
Hambro lines	5	0	9	0	5	5	0	0	22	13	0	0	0	14	0
Log do.	10	0	15	0	16	0	0	0	17	5	0	0	12	1	4
Twine	14	0	7	0	13	0	0	0	22	0	0	0	13	0	7
Rosin	0	0	22	0	2	2	0	0	0	22	0	0	2	2	2
Rivets, iron	8	1	2	10	17	3	0	0	11	1	24	3	8	10	5
Ring, mooring	7	6	12	6	12	3	0	0	7	6	12	0	6	12	3

AN ACCOUNT OF STORES received, expended, and remaining on hand in the Year ending 31st December 1868—*continued*.

Article.	In Store, 1st January 1868.			Received since that Date.			Total.			Expended during the Year.			In Store, 31st December 1868.		
	Wt. or Quantity.	£	s. d.	Wt. or Quantity.	£	s. d.	Wt. or Quantity.	£	s. d.	Wt. or Quantity.	£	s. d.	Wt. or Quantity.	£	s. d.
Rubber, sheet	0 2 10½	11	18 1½	0 1 6¼	6	8 5	0 3 16¾	18	6 6½	0 1 12	7	5 9	0 2 4¾	11	0 9½
Saws, stone	6	1	1 0	—	—	—	6	1 1 0	—	—	—	—	6	1 1 0	—
Shackles, iron	36	5	5 6	—	—	—	36	5 5 6	—	—	—	—	35	5 2 7	—
Shovels	9	1	0 6½	12	1 6	3	21	2 6 9½	0 16 0½	7	0 2 11	0 16 0½	14	1 10 9	—
Spars, oars, and sweeps	33	8	19 1	15	6 15	6	48	15 14 7	6 3 7	20	6 3 7	6 3 7	28	9 11 0	—
Stationery	—	0	16 9	—	3	0 0	—	3 16 9	3 16 9	—	3 16 9	3 16 9	—	—	—
Steel	6 2 0½	13	11 6	3 3 9	5 17	8	10 1 9½	19 9 7½	7 12 7½	3 2 15	7 12 7½	7 12 7½	6 2 22½	11 16 6½	—
Stone, Whitby	7089 10	516	19 0½	95 0	8 18	2	7184 10	525 17 2½	65 8 4	870 0 0	65 8 4	65 8 4	6314 10	460 8 10½	—
Granite	907 0	90	1 9	—	—	—	907 0	90 1 9	34 18 0	349 0 0	34 18 0	34 18 0	558 0	55 3 9	—
do. filchers	1502 0	112	13 0	—	—	—	1502 0	112 13 0	—	—	—	—	1502 0	112 13 0	—
Portland, York, and Purbeck	1205 0	66	19 3	—	—	—	1205 0	66 19 3	4 3 0	83 0 0	4 3 0	4 3 0	1122 0	62 16 3	—
Lime	50 tons 17 cwt.	29	1 11	—	—	—	50 17	29 1 11	17 16 6	31 0 0	17 16 6	17 16 6	19 17	11 5 5	—
Sacks, coal	80	9	13 4	—	—	—	80	9 13 4	7 5 0	60	7 5 0	7 5 0	20	2 8 4	—
Treenails	50	0	3 0	—	—	—	50	0 3 0	0 3 0	50	0 3 0	0 3 0	—	—	—
Tallow	1 2 23	4	4 2½	22 1 20	54	0 1	24 0 15	58 4 3½	56 12 11½	23 7 12½	56 12 11½	56 12 11½	0 2 17	1 11 4½	—
Tar, Stockholm and gas	4½ SOG.	4	13 1	6 13	10	4 6	10½ 13	14 17 7	11 4 5	17 0	11 4 5	11 4 5	3½ 0½	3 13 2	—
Timber, Ash	17 0	2	6 9	—	—	—	17 0	2 6 9	2 6 9	17 0	2 6 9	2 6 9	—	—	—
Beech	30 0	3	7 6	25 0	2	16 3	55 0	6 3 9	3 9 9	31 0	3 9 9	3 9 9	24 0	2 14 0	—
Fir	596 10	45	7 6½	1067 6	86	2 6	1664 4	131 10 0½	83 9 6	1104 0	83 9 6	83 9 6	560 4	48 0 6½	—
Elm	44 0	3	13 10½	—	—	—	44 0	3 13 10½	2 0 5	24 3	2 0 5	2 0 5	19 9	1 13 5½	—
Oak and green wd.	1484 8	257	0 0½	653 4	106	10 2	2138 0	363 19 2½	191 13 6½	1108 6	191 13 6½	191 13 6½	1029 6	172 5 8	—
Planks and wheels	1305 9	29	11 4	2550 0	52	3 9	3855 9	81 15 1	68 11 5¾	3257 0	68 11 5¾	68 11 5¾	598 9	13 3 7¼	—
Thurns, carpet	0 1 1¾	2	13 0½	—	—	—	0 1 1¾	2 13 0½	1 17 7½	0 0 21	1 17 7½	1 17 7½	0 0 8¾	0 15 4¾	—
Cotton	1 2 8	3	8 9	11 0 0	22	0 0	12 2 8	25 8 9	21 13 1	10 2 19	21 13 1	21 13 1	1 3 17	3 15 8	—
Torches	20	3	10 0	—	—	—	20	3 10 0	0 3 6	1	0 3 6	0 3 6	19	3 6 6	—
Turpentine	4 0 0	0	14 9½	4 0 0	0	12 0	8 0 0	1 6 9½	1 2 7	6 3 0	1 2 7	1 2 7	1 1 0	0 4 2¼	—
Varnish	5 3 0	1	15 7	15 0 0	2	7 6	20 3 0	4 3 1	1 19 6½	6 3 0	1 19 6½	1 19 6½	14 0 0	2 3 6½	—
Washers, iron	—	0	5 4	—	—	—	38	0 5 4	0 3 6	24	0 3 6	0 3 6	—	—	—
Dubbing	38 doz.	1	4 0	0 1 0	2	4 0	0 1 16	3 8 0	0 19 6	0 0 13	0 19 6	0 19 6	14	0 1 10	—
Lime, chloride of	0 0 16	1	4 0	2 1 23	2	11 1	3 2 26	4 0 10¾	3 6 5	3 0 4	3 6 5	3 6 5	0 2 22	0 2 8 6	—
Flags	1 1 3	1	9 9¾	2 2	1	14 0	6	1 14 0	1 14 0	2 2	1 14 0	1 14 0	—	—	—
Forgings	—	—	—	6	11	3 6	1	8 0 1	8 0 1	—	8 0 1	8 0 1	—	—	—
Shaft, iron	1	8	0 1	—	—	—	—	—	—	—	—	—	—	—	—
		2407	5 2¾		1609	3 9		4016	8 11¾		2080	11 3½		1935	17 8½

DANIEL READING, Storekeeper.

(Signed)

FRANCIS SHAW, Harbour-master.
JOHN RAMSEY, Engineer.

TABLE G.
(PART 1.)

Service.	Year ended 24th June.										Half Year to December 1861.
	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.		
REVENUE	£ s. d. 19,772 16 4	£ s. d. 17,314 7 4	£ s. d. 17,909 8 0	£ s. d. 18,463 2 7	£ s. d. 18,335 2 5	£ s. d. 19,565 6 11	£ s. d. 18,975 16 3	£ s. d. 19,468 12 5	£ s. d. 19,067 2 7	£ s. d. 9,666 8 1	
DISBURSEMENTS.											
Works at Ramsgate	7,522 6 11	6,033 6 4	5,812 1 5	5,673 13 7	6,318 18 9	5,249 5 2	4,497 17 1	4,488 6 5	4,674 2 2	2,642 8 3	
Harbour Department	5,069 18 8	5,599 16 6	10,896 13 3	6,205 14 5	6,036 4 5	10,244 7 10	9,683 5 2	8,167 7 6	8,251 11 4	3,971 2 1	
Allowance to Town of Sandwich	200 0 0	200 0 0	200 0 0	200 0 0	200 0 0	200 0 0	200 0 0	200 0 0	200 0 0	100 0 0	
Allowance to Committee of Directors	300 0 0	300 0 0	300 0 0	300 0 0	300 0 0	300 0 0	300 0 0	300 0 0	300 0 0	240 0 0	
Travelling and Surveying Expenses	467 15 6	400 1 2	420 8 7	483 1 9	396 5 6	353 8 11	274 2 11	283 6 11	302 13 5	531 7 3	
Salaries in the Town Department	928 8 0	938 8 0	948 8 0	948 8 0	1,053 8 0	1,424 7 8	{ 1,083 8 0	1,365 15 11	1,658 1 5	767 0 5	
Office Rent and Incidental Expenses	432 2 9	327 13 9	320 16 8	351 9 2	330 8 7		{ 284 9 2				
Charges Account:—											
Income and Property Tax, Insurances, Law and Parliamentary, Benefit Fund, &c., Subscriptions and Gratuities, &c.	1,170 18 2	1,129 19 10	1,143 17 6	1,989 1 2	1,246 0 5	703 11 0	1,041 3 4	753 6 8	730 10 7	1,849 18 4	
Superannuations to sundry aged Men	—	2,547 13 1	—	—	1,080 10 0	2,093 9 6	—	—	944 14 7	1,094 17 7	
Sir J. Rennie	—	—	—	—	630 0 0	—	—	—	—	—	
Total	16,091 10 0	17,476 18 8	20,042 5 5	16,151 8 1	17,595 15 8	20,568 10 1	17,364 5 8	15,558 3 5	17,061 13 6	11,196 13 11	

(PART 2.)
INCOME and EXPENDITURE for the years 1862 to 1868 inclusive.

Year.	Annual Receipts from Harbour.	Annual Income.		Total Receipts.	Total Disbursements.	Excess of Disbursements over Receipts.		Excess of Receipts over Disbursements.
		Funded Property.	Rents.			£ s. d.	£ s. d.	
1862	£ s. d. 4,378 19 7	£ s. d. 2,364 5 3	£ s. d. 1,200 10 9	£ s. d. 7,943 15 7	£ s. d. 11,000 2 10	£ s. d. 3,056 7 3	£ s. d. —	£ s. d. —
1863	6,537 1 0	2,107 12 8	1,487 11 11	10,132 5 7	11,875 1 9	1,742 16 2	—	—
1864	4,578 0 0	2,216 13 1	1,472 6 3	8,266 19 4	11,531 10 2	3,264 10 10	—	—
1865	5,352 13 6	2,171 11 1	1,474 0 1	9,598 4 8	10,568 17 4	970 12 8	—	—
1866	7,730 2 8	2,143 13 4	1,475 3 8	11,348 19 8	10,751 11 2	—	597 8 6	—
1867	4,994 12 10	2,150 18 10	1,542 6 5	8,687 18 1	10,897 18 10	2,210 0 9	—	—
1868	6,286 4 7	1,873 10 2	1,712 2 3	9,871 17 0	13,578 12 10	3,706 15 10	—	—

TABLE H.

SCHEDULE of RATES, DUES, and CHARGES payable in the ROYAL HARBOUR OF RAMSGATE.

1.—*Rates on Vessels entering or using the Harbour.*

	s.	d.
For every Vessel under the Burthen of 15 Tons - - - - - per Ton	0	4
Do. do. of 15 Tons and above that Burthen - - - - - per Ton	0	6
For all Boats entirely open, landing or taking on board Passengers, Goods, or dried or salted Fish - - - - - each	0	6
For all Boats entering the Harbour with fresh Fish - - - - - each	0	4
In the Case of any Vessel carrying Passengers, not being an open Boat, instead of the Tonnage Rate above mentioned, a Rate of Threepence (3d.) in respect of every Passenger embarking from or landing on the Piers of the Harbour; such Rate to be paid, if demanded, before the Passenger is allowed to land or embark.		

EXEMPTIONS.

Vessels using the Harbour solely as a Harbour of Refuge, and remaining therein not more than 60 Hours, are exempted from Payment of the above Rates.

2.—*Rates on Coal.*

	s.	d.
On every Ton of Coal, Coke, or Culm shipped or unshipped at the Harbour - - - - -	0	6

3.—*Rates on Goods shipped or unshipped at the Harbour.*

	s.	d.
Ale - - - - - per Hogshead	0	6
Ale, bottled - - - - - per Barrel Bulk	0	3
Bark - - - - - per Ton	1	0
Beef or Pork - - - - - per Ton	1	4
Beef or Pork - - - - - per Barrel	0	2
Blubber - - - - - per Ton of 252 Gallons	1	0
Bone Dust - - - - - per Ton	0	8
Bones of Cattle - - - - - per Ton	0	6
Bottles - - - - - per Gross	0	2
Bricks - - - - - per 1,000	0	8
Casks, empty, not being returned Packages - - - - - per Puncheon	0	3
Other Casks in proportion.		
Cattle :		
Bulls - - - - - each	0	3
Cows and Oxen - - - - - each	0	2
Calves - - - - - each	0	0½
Horses - - - - - each	0	2
Pigs - - - - - each	0	0½
Sheep - - - - - per Score	0	6
Lambs - - - - - per Score	0	3
Chalk - - - - - per Ton	0	4
Chimney Cans - - - - - per 100	1	4
Clay, Fire, manufactured - - - - - per Ton	0	6
Clay, common - - - - - per Ton	0	2
Cloth, Haberdashery, &c. - - - - - per Barrel Bulk	0	2
Coaches :		
Chaises and other Four-wheeled Carriages - - - - - each	0	8
Gigs, Carts, and other Two-wheeled Carriages - - - - - each	0	6
Copper - - - - - per Ton	1	4
Corks - - - - - per Barrel Bulk	0	2
Corn, viz.		
Wheat and Malt - - - - - per Quarter	0	3
Barley, Beans, Peas, Tares, Oats, Rye, Buckwheat, and Indian Corn - - - - - per Quarter	0	2
Crystal - - - - - per Barrel Bulk	0	2
Dissolved bones and other artificial manures - - - - - per Ton	0	8
Dogs, Sporting only - - - - - each	0	2
Drugs - - - - - per Barrel Bulk	0	3
Earthenware - - - - - per Crate	0	8
Eggs - - - - - per Barrel Bulk	0	2

		s.	d.
Fish, dried and salted	per Ton	1	4
Haddocks, Cod, Salmon, and all fresh Fish, not enumerated	per Barrel Bulk	0	2
Flax	per Ton	1	4
Flour	per Sack	0	2
Ditto	per Barrel	0	1
Glass	per Barrel Bulk	0	3
Groceries, viz.			
Almonds, Figs, Cinnamon, Currants, Pepper, Pimento, Plums, Prunes, Rasins, and the like	per Barrel Bulk	0	3
Guano	per Ton	0	8
Gunpowder	per Barrel	0	3
Hardware	per Barrel Bulk	0	3
Hares and Rabbits	per Dozen	0	2
Any less Quantity		0	1
Hay	per Ton	0	8
Hemp	per Ton	1	4
Herrings, fresh	per Cran	0	1
Ditto, cured	per Barrel	0	3
Hides :—Ox, Cow, or Horse, salted or dried	per Ton	1	4
Calf Skins	per 120	0	10
Sheep Skins	per 120	0	10
Lamb Skins	per 120	0	5
Hoops of Wood	per 1,500	1	0
Household Furniture, new	per Barrel Bulk	0	1
Household Furniture, belonging to Parties changing their Residence only	per 10 Barrels Bulk	0	6
Husbandry Utensils	per Ton	1	4
Ditto	per Barrel Bulk	0	2
Iron :—Bar, Bolt, and Rod	per Ton	1	4
Pig or Old	per Ton	0	8
Kelp	per Ton	0	8
Lead, all Kinds	per Ton	1	4
Leather, tanned and dressed	per Ton	1	4
Lime	per Chaldron of 16 Bolls	1	4
Limestone	per Ton	0	3
Loam or moulding Sand	per Ton	0	3
Machinery	per Ton	1	4
Machinery	per Barrel Bulk	0	3
Manure	per Ton	0	2
Meal	per Bag of 280 lbs.	0	2
Milk	per Three large Pitchers	0	0½
Musical Instruments	per Barrel Bulk	0	3
Oils	per Tun	1	0
Ores :—Copper, Iron, Lead, and other Ores	per Ton	0	8
Passengers' Luggage, not exceeding 4 Barrels Bulk, free. All above 4 Barrels Bulk	per Barrel Bulk	0	3
Peats	per Ton	0	3
Pitch	per Barrel	0	3
Porter	per Hogshead	0	4
Porter, bottled	per Barrel Bulk	0	2
Potatoes	per Ton	0	6
Poultry, including Pigeons, Game, &c.	per Dozen	0	1
Any less Quantity		0	0½
Rags, Linen	per Ton	1	4
Other Rags, Old Ropes, and the like	per Ton	0	10
Rape Cakes	per Ton	0	8
Sand	per Ton	0	2
Salt	per Ton	0	10
Seeds, Flax and Rape	per Hogshead	0	6
Flax	per Barrel	0	3
Flax in Bulk	per Quarter	0	2
Clover	per Ton	1	4
Garden	per Ton	1	4
Hemp and Canary	per Ton	1	4
Rye Grass	per 8 Bushels	0	2
Skins, Seal	per 120	0	8
Slates, under Size	per 1,000	0	6
Sizeable	per 1,000	0	10
Over Size	per 1,000	1	4

		s.	d.
Spirits, Foreign and British	- per Hogshead of 56 Gallons	0	8
Stones, Rubble	- per Ton of 16 Cubic Feet	0	2
Hewn Ashlar Freestone	- per Ton of 16 Cubic Feet	0	4
Rough Ashlar Freestone	- per Ton of 16 Cubic Feet	0	4
Pavement not exceeding 3 Inches thick	- per 70 Feet	0	4
Pavement above 3 Inches thick	- per 16 Cubic Feet	0	4
Scythe Stones	- per Score	0	1
Mill Stones	- each	0	8
Steel	- per Ton	1	4
Sugar	- per Ton	1	4
Tallow	- per Ton	1	4
Tar	- per Barrel	0	2
Tea	- per Chest	0	3
Tiles, roofing	- per 1,000	0	9
Tiles or Pipes for draining	- per 1,000	0	8
Tin of all Kinds	- per Ton	1	4
Tobacco	- per Ton	2	6
Treenails under 2 Feet in Length	- per 1,000	0	6
Treenails exceeding 2 Feet in Length	- per 1,000	1	0
Turnips	- per Ton	0	6
Turpentine	- per Hogshead	0	8
Vegetables	- per Cartload	0	2
Vinegar	- per Hogshead	0	6
Vitriol	- per Carboy	0	2
Whalebone	- per Ton	2	6
Wine	- per Hogshead	0	8
Wine, bottled	- per Barrel Bulk	0	4
Wood:			
Fir, Pine, and other Descriptions not enumerated	- per Load of 50 Feet	0	10
Oak or Wainscoat	- per Load of 50 Feet	1	0
Firewood	- per Fathom	0	6
Laths and Lathwood	- per Fathom of 216 Cubic Feet	2	6
Handspokes	- per 120	0	10
Oars	- per 120	2	6
Spars under 22 Feet in Length, above 2½ and under 4 Inches Diameter	- per 120	2	6
Spars, 2½ Inches in Diameter and under	- per 120	1	4
Spars, 22 Feet in Length and upwards, and not exceeding 4 Inches in Diameter	- per 120	6	6
Spars of all Lengths above 4 and under 6 Inches in Diameter	- per 120	12	0
Spokes of Wheels, not exceeding 2 Feet in Length	- per 120	0	4
Exceeding 2 Feet in Length	- per 120	0	6
Wedges	- per 1,000	1	0
Pipe Staves, and others in proportion	- per Standard Hundred	1	0
Lignum Vitæ, Fustic, Logwood, Mahogany, and Rosewood	- per Ton	1	4
Wood	- per Cwt.	0	2
Yarn	- per Ton	1	4
Zinc	- per Ton	1	4

All other Goods not particularly enumerated in the above TABLE.

Light Goods	- per Barrel Bulk	0	2
Heavy Goods	- per Ton	1	4

In charging the Rates on Goods the gross Weight or Measurement of all Goods to be taken; and for any less Weights, Measures, and Quantities than those above specified a Proportion of the respective Rates shall be charged.

Five Cubic Feet, not exceeding Two and a Half Cwt., to be rated as a Barrel Bulk; but when the Weight of Five Cubic Feet is greater than two and a Half Cwt., then Two and a Half Cwt. to be rated as a Barrel Bulk.

EXEMPTION ON RE-SHIPMENT OF GOODS.

Whenever any Vessel enters the Harbour in Distress and for the Purpose of repairing the said Vessel, any Goods are unshipped therefrom, and the Rates on such Goods are duly paid, then if such Goods are afterwards re-shipped in the said Harbour without any Change in the Ownership thereof having taken place, no further Rates shall be leviable upon the said Goods in respect of such Re-shipment.

4.—Dues on Salvage.

A Per-centage of £5 in the £100 on all Salvage paid or liable to be paid in respect of any Ship or Boat, or Cargo or Apparel of any Ship or Boat, or any Wreck or other Property which may be brought into the said Harbour.

5.—Rates for the Use of Cranes and Hawfers.

				£	s.	d.
For all Goods or Packages not exceeding One Ton	-	-	-	-	0	0 3
Exceeding One Ton and not exceeding Two Tons	-	-	-	-	0	0 4
" Two Tons	"	Three Tons	-	-	0	0 6
" Three Tons	"	Four Tons	-	-	0	0 8
" Four Tons	"	Five Tons	-	-	0	0 10
" Five Tons	"	Six Tons	-	-	0	1 0
" Six Tons	"	Seven Tons	-	-	0	1 2
" Seven Tons	"	Eight Tons	-	-	0	1 4
" Eight Tons	"	Nine Tons	-	-	0	1 8
" Nine Tons	"	Ten Tons	-	-	0	2 0
" Ten Tons	-	-	-	-	0	3 0
For the Use of the Crane in taking out or putting in a Mast to any Ship or Vessel, under 50 Tons	-	-	-	-	0	5 0
Do. do. do. 50 Tons and under 100	-	-	-	-	0	7 6
Do. do. do. 100 " " 200	-	-	-	-	0	12 0
Do. do. do. 200 " and upwards	-	-	-	-	1	0 0
Do. do. do. in shipping or landing an Anchor per Cwt.	-	-	-	-	0	0 3
The Use of the Pier Hawfers, each Vessel per Mast, each Tide	-	-	-	-	0	10 0

6.—Charges for the Use of the Warehouses, Stores, Quays, &c.

				£	s.	d.
For each large Warehouse on the Cross Walls	-	-	- per Week	2	2	0
For each other large Warehouse	-	-	- per Week	1	1	0
For each small Warehouse	-	-	- per Week	0	10	6
For the Use of Coal Stores, per Ton	-	-	- per Week	0	0	2
For landing and housing Gunpowder in the Magazine for the first Month, or any shorter Period	-	-	- per Barrel	0	0	6
Do. do. do. do. for every subsequent Month or any intermediate Period after the first Month	-	-	- per Barrel	0	0	3
For each Ton of Goods of Eight Barrels Bulk, or for each Ton of Goods or Coals of Twenty Cwt., or for each Load of Timber, Deals, or Plank which shall remain on the Quays of the Harbour for a longer Time than Forty-eight Hours, for each week during which they shall so remain after the first Forty-eight Hours	-	-	-	0	0	2

7.—Charges for the Use of Steam Tugs.

				£	s.	d.
For towing out clear of the Harbour, Vessels under 50 Tons	-	-	-	0	5	0
Vessels of 50 and under 100 Tons	-	-	-	0	10	0
" 100 " 200 "	-	-	-	0	15	0
" 200 " 300 "	-	-	-	1	0	0
" 300 " 400 "	-	-	-	1	5	0
" 400 " 500 "	-	-	-	1	10	0
" 500 " 600 "	-	-	-	2	0	0
" 600 and upwards	-	-	-	2	5	0
For towing Vessels into, or out of, Sandwich Haven	-	-	-	£2	0	0
For towing from the Harbour to the Downs (with effective Ships, and in moderate Weather),	-	-	-	-	-	-
Vessels under 200 Tons	-	£5	0 0	-	-	-
Vessels of 200 and under 300 "	-	6	0 0	-	-	-
" 300 " 400 "	-	7	0 0	-	-	-
" 400 " 500 "	-	8	0 0	-	-	-
" 500 " 600 "	-	9	0 0	-	-	-
" 600 and upwards	-	10	0 0	-	-	-

If towed out through Cudd Channel, or to the North Brake Buoy, or an equal Distance to the Anchorage in Ramsgate Roads—DOUBLE THESE RATES.

Disabled Vessels and Ships from the Downs, and to and from all other Places—AS PER AGREEMENT, or ARBITRATION, as the Case may be, or in the absence of either, at the Rate of 1*l.* an Hour, payable by the Party engaging the Tug, whether any Services be performed or not.

Vessels are to find their own Tow Ropes ; but Vessels not having any, or having such as cannot be depended upon, and using those belonging to the Harbour, will be charged 10s. per Mast.

N.B.—The Steamers are available at the above Rates only at such Times as they shall not be required for the Purposes of the Harbour, and at the Discretion of the Harbour Master. And the Harbour Authorities will not be responsible for any Damage occurring to or occasioned by Vessels while in tow of their Steamers.

8.—Charges for the Use of the Dry Dock and Slipway.

					Entrance.			Each succeeding Day.		
					£	s.	d.	£	s.	d.
For Vessels under 100 Tons	-	-	-	-	2	2	0	0	10	0
" " of 100 Tons and under 200	-	-	-	-	3	3	0	0	15	0
" " 200 " " 300	-	-	-	-	4	4	0	1	1	0
" " 300 " " 400	-	-	-	-	5	5	0	1	10	0
" " 400 " " 500	-	-	-	-	6	6	0	2	0	0
" " 500 " " 600	-	-	-	-	7	7	0	2	10	0
" " 600 " and upwards	-	-	-	-	8	8	0	3	0	0

Each Vessel having Cargo or Ballast on board to be charged according to the Rate of the Class next above her Register Tonnage.

Each Steam Vessel with Engine on board to be considered as a Vessel having Cargo.

Each Vessel using only the Gridiron of the Slipway to be charged One Half of the above Rates.

LONDON:

Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

RAMSGATE HARBOUR.

STATEMENT of the RECEIPTS and PAYMENTS made by the BOARD of
TRADE, for the Year ending 31st December 1868 ; together with an
ACCOUNT of the Receipt and Issue of STORES ; and also, RECEIPTS and
PAYMENTS on Account of the BENEFIT FUND.

(PRESENTED PURSUANT TO ACT 24 & 25 VICT. c. 47, s. 33.)

Ordered, by The House of Commons, to be Printed,
4 May 1869.

ROYAL HARBOUR OF RAMSGATE. - - - - -

STATEMENT of the INCOME and EXPENDITURE of the

RECEIPTS.	STOCK.	CASH.
	£. s. d.	£. s. d.
For Balance in hand on 1st January 1868 - - - - -	68,000 - -	3,416 3 7
Income from Harbour Dues :		
On Tonnage of Ships, Wharfage, Towing, Rent of Warehouses, Dry Dock, Slipway, &c. - - - - -	- - -	6,286 4 7
Income from Rent of Houses, including Payments for Fixtures, Dilapidations, &c., less Income Tax - - - - -	- - -	1,712 2 3
One Year's Dividend on 56,051 l. 13 s. 3 d. Three per Cent.	£. s. d.	
Consols - - - - -	1,639 10 2	
Interest on 12,000 l. Exchequer Bills - - - - -	234 - -	
	- - -	1,873 10 2
Proceeds of Sale of 2,000 l. Exchequer Bills - - - - -	- - -	2,016 12 11
£.	68,000 - -	15,304 13 6

STATEMENT of the Receipt and Issue of STORES for the use

RECEIPTS.	CASH.
	£. s. d.
To Balance remaining in Store on 1st January 1868 - - - - -	2,407 5 3
To Amount of Cost of Articles received into Store in the year 1868 - - - - -	1,609 3 9
£.	4,016 9 -

ROYAL HARBOUR OF RAMSGATE BENEFIT FUND. - - - - -

STATEMENT of the RECEIPTS and PAYMENTS of the

RECEIPTS.	SECURITIES.	CASH.
	£. s. d.	£. s. d.
For Balance in hand on 1st January 1868 - - - - -	6,504 5 5	—
For Dividends on 41 Preference 50 l. Shares in Northern and Eastern Railway Company - - - - -	- - -	100 1 1
For Interest on 3,118 l. 14 s. 5 d. New Three per Cent. Annuities - - -	- - -	91 4 6
For Proceeds of Sale of 1,000 l. New Three per Cent. Annuities - - -	- - -	917 10 -
To Balance, being Amount advanced from Ramsgate Harbour Fund to pay Pensions, to be repaid by Sale of Securities - - - - -	- - -	105 15 6
£.	6,504 5 5	1,214 11 1

ROYAL HARBOUR OF RAMSGATE.

BOARD of TRADE, for the Year ending 31st December 1868.

P A Y M E N T S.	STOCK.	CASH.
	£. s. d.	£. s. d.
Cost of Maintenance:		
For Materials, Stores, and Tradesmen's Bills - - - - -	- - -	2,459 4 7
Shipwrights and Engineers' Bills for Repairs and New Boilers to the Steam Tug "Aid" - - - - -	- - -	3,131 19 1
For Wages to Boatmen, Crews of Steam Tug and Dredger, Policemen, Artizans and Labourers - - - - -	- - -	5,665 18 5
For Salaries and Allowances to Harbour Masters, Engineer, Superintendent of Works, and Collector of Dues - - - - -	- - -	1,332 1 4
For Gas, Water, Stationery, Office Expenses, and Incidentals - - -	- - -	289 14 5
Superannuation Allowances:	£. s. d.	
For One Year to Miss Strivens, late Housekeeper - - -	45 11 8	
For One Year to Mr. Shadwell, late Secretary - - -	371 10 4	
For One Year to Mr. Turnbull, late Engineer - - -	282 13 -	
	- - -	699 15 -
Exchequer Bills sold, as per Contra - - - - -	2,000 - -	-
		13,578 12 10
Balance in hand on 31st December 1868 - - - - -	66,000 - -	1,726 - 8
	£. 68,000 - -	15,304 13 6

of the HARBOUR, for the Year ending 31st December 1868.

I S S U E S.	CASH.
	£. s. d.
By Amount of Stores issued in 1868 - - - - -	2,080 11 3
By Balance remaining in Store, 31st December 1868 - - - - -	1,935 17 9
	£. 4,016 9 -

ROYAL HARBOUR OF RAMSGATE BENEFIT FUND.

BOARD of TRADE, for the Year ending 31st December 1868.

P A Y M E N T S.	SECURITIES.	CASH.
	£. s. d.	£. s. d.
By Balance from last Account advanced from Ramsgate Harbour Fund -	- - -	757 2 8
For Pensions granted by the late Trustees, and paid during the year 1868 -	- - -	457 8 5
For New Three per Cent. Annuities, sold as per Contra - - - - -	1,000 - -	-
Balance of Securities in hand - - - - -	5,504 5 5	-
	£. 6,504 5 5	1,214 11 1

H. R. Williams,
Accountant.

RAMSGATE HARBOUR.

STATEMENT of the RECEIPTS and PAYMENTS
made by the BOARD of Trade for the Year
ending 31st December 1868; together with an
ACCOUNT of the Receipt and Issue of STORES;
and also, RECEIPTS and PAYMENTS on Account
of the BENEFIT FUND.

(Presented pursuant to Act 24 & 25 Vict. c. 47, s. 38.)

Ordered, by The House of Commons, to be Printed,

4 May 1869.

187.

Under 1 oz.

